

LLOYD'S

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LLOYD'S



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LLOYD'S











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Raymond R. (ex Jean Wakely) #11.  
(French sch.)

Ryvingen

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Salland

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fo 2.

7

114

31

44

60

62

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81

84

120

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134

137

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150

171

180

182

199

200

213



*Seeadler*  
(German motor vessel)

fo 2

*Vardulia*

fo 30.

*Villerville*

191

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214

*Tigris (Belg. str.)*

6.

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Zulu

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W  
X  
Y  
Z



# Leine of Emden, Kramer Master

(German Steam Trawler)

Tons Gross 198 Date 1912.  
Built

Tons Net 73 Classification

Germanischer Lloyd + 100 A (E) Last Survey Oct. 1928.

Emden for fishing voyage in the Barents Sea

Application submitted

10th July, 1929.

Subscriber

making Application

Mr H. S. Moore

20649/29

Interested as Brokers for Insurance of Hull.

Owner

Hochseefischerei Rhein-Ruhr Aktiengesellschaft.

Not fitted wireless

Cargo

Insurance effected at

Lloyds & Norwich Union Insur  
Society Ltd.

on Vessel

on Cargo

LEINE.—Emden, Jan. 28.—German steam trawler Leine, which left Honningsvaag on Dec. 30 to fish in Barentz Sea, has not yet returned and it is thought that she has been caught in the ice there.—"Weser Zeitung."

LEINE.—Archangel, Jan. 31. — Trawler Leine: (? position) unknown. Steamer send (? sent) researches (? search). Since bad correspondence (? communication) necessary going to place wreckage. (Note. —The above message is in reply to an inquiry regarding the trawler Leine, of which the owners have no recent news.) Salvage Association. (See issue of Jan. 31.)

LEINE.—Archangel, Feb. 8.—Trawler Leine: Steamer returned researches Leine no news. Further researches account Sovtorgflot impossible. Necessary looking through on motor boat admitted wreckage region Leine.—Salvage Association.

LEINE.—London, Feb. 12.—The following cable has been received from the owners of the trawler Leine, dated Emden, Feb. 11: News of trawler Leine refers to JOHS. THODE, Leningrad confirms that Leine is not yet saved. (See issue of Feb. 11.)

Latest Account Sailed from Emden on the 22nd December, 1928 for a fishing voyage in the Barents Sea, and passed the last pilot station at Honningsvaag (Norway) on the 30th December, 1928.

Crew 13 including Master, Officers and — Apprentices

Number of days out

Days

From last seen to 10th July, 1929.

192

" " " 17th July, 1929

199.

COMMITTEE'S DECISION—

On the Board

10th July, 1929.

Posted Missing

17th July, 1929.



*Seeadler* <sup>Hamburg</sup> of *Burg* (Germany) Dethmann, Master.  
(German motor vessel)

142 Tons Gross

Date 1928

Stolpemunde for Libau.

95 Tons Net

Built

Classification Germanischer Lloyd + 100 A Nords. Last Survey Dec. 1928.

Application submitted

REMARKS—

Dec. 4<sup>th</sup> 1929.

Subscriber

making Application

Mr. I. W. Bullock.

18894/29.

Interested as Broker for Insurance of Hull.

Owner

Mr. Willi Dethmann.

Not fitted wireless.

Cargo

Rye in bulk. (205 tons)

Insurance effected at

Lloyd's &amp; Companies.

} on Vessel

Badische Assekuranz  
Gesellschaft, Mannheim

} on Cargo

Latest Account

Sailed from Stolpemunde  
on the 16<sup>th</sup> May, 1929, for Libau.

Crew 4 including Master, Officers and - Apprentices

Number of days out

Days

From sailing to Dec. 4<sup>th</sup> 1929

202

" " " Dec. 11<sup>th</sup> 1929.

209

COMMITTEE'S DECISION—

On the Board

14<sup>th</sup> Dec 1929

Posted Missing

11<sup>th</sup> Dec 1929

## OVERDUE VESSEL.

SEADLER.—Gothenburg, May 31.—  
Motor vessel Seeadler, which left Stolp-  
munde on May 16 for Libau, with rye,  
has not yet arrived. As all searches have  
been fruitless, it is supposed that the  
vessel, with her crew of four, has been  
lost.—"Göteborgs Handels och Sjöfarts  
Tidning."



*Daksa*, of Dubrovnik, Baletin Master  
(Yugo Slav steamer)

Tons Gross 4260 Date } 1911.

Built }

Tons Net 2652

Classification

*La Goulette for Rotterdam*  
*Lloyds Register + 100 A1. Last Survey Decr. 1929*

Application submitted

REMARKS—

2<sup>nd</sup> April, 1930.

Members

making Application

Mr. E. G. Griggs

Mr. H. C. Malyon

23485/2

Interested as Brokers for Insurance  
of cargo.

Owner

Dubrovacka Parobrodaska Plovidba  
A.D.

Fitted wireless

DAKSA.—Land's End Wireless Station,  
Jan. 26.—Following received from British  
steamer Nakos at 1.15 p.m. 26.1.30.

Cargo

About 7105 tons iron ore

Insurance effected at

Italy

on Vessel

Lloyd's

on Cargo

Latest Account

Sailed from La Goulette for  
Rotterdam on the 19<sup>th</sup> Jan<sup>y</sup>. 1930 and sent out  
wireless signals of distress on the 26<sup>th</sup> Jan<sup>y</sup>.  
1930, in lat. 42.30 N, long. 9.35 W.

Crew 37 including Master, Officers and 3 Apprentices

Number of days out

Days

From last report to 2<sup>nd</sup> April, 1930.

66

" " " 9<sup>th</sup> April, 1930

73

COMMITTEE'S DECISION—

On the Board - 2<sup>nd</sup> April, 1930.

Posted Missing - 9<sup>th</sup> April, 1930



*Ibero* of Cadiz, Olacta Master.

(Spanish steamer)

1218 Tons Gross

719 Tons Net

Application submitted

Date } 1926

Built }

Classification

Cardiff for Barcelona.

Lloyds Register + 100 A1. Last Survey Sept. 1929

REMARKS—

7<sup>th</sup> May 1930

Member

making Application

Mr W. H. Cumming  
16929/30

Interested as Broker for Insurance on  
Time charter commission

Owner

Miguel M de Pinillos

Not fitted wireless

Cargo

1518 tons coal

IBERO.—Cardiff, Feb. 5.—The owner of the Spanish steamer Ibero reports vessel missing. Have you any news? Vessel sailed from Cardiff, coal laden, 10 20 p.m. on Jan. 21 for Barcelona. Same owner's steamer Celta sailed Swansea 10 40 p.m. same date, reported put into Ferrol Jan. 26 through stress of weather; since re-sailed.—Lloyd's Agent.

Insurance effected at

Centro de Navieros Aseguradores }  
via Anon de Seguros, Barcelona } on Vessel

on Cargo

IBERO.—London, Feb. 6.—In reply to inquiry Lloyd's Agent at Barcelona cables to-day:—Spanish steamer Ibero has not arrived. We have no tidings of her.

IBERO.—Cadiz, Feb. 11.—Spanish steamer Ibero reported to be overdue.—Lloyd's Agent. (See issues of Feb. 6 and 7.)

Latest Account

Sailed from Cardiff for Barcelona on the 21<sup>st</sup> January 1930 and passed Penarth Head the same day

Crew 22 including Master, Officers and

Apprentices

Number of days out

Days

From last report to 7<sup>th</sup> May 1930 106

" " " 14<sup>th</sup> May 1930 113

COMMITTEE'S DECISION—

On the Board - 7<sup>th</sup> May 1930

Posted Missing - 14<sup>th</sup> May 1930



# General Plumer

of St. John's (N.F.). Official Number 140897.  
(British schooner) Hickman Master.

177 Tons Gross

Date } 1919.

Barbados for Port au Basques (Newfoundland)

149 Tons Net

Built

Classification Lloyd's Register - not classed

Application submitted

REMARKS—

9<sup>th</sup> July, 1930.

Member making Application

Mr. P. F. Senier

45041/30

Interested as Broker for Insurance  
of hull, freight & cargo

Owner

George C Harris  
Grand Bank, Newfoundland.

Not fitted wireless.

Cargo

306 Puncheons Molasses

Insurance effected at

Lloyd's &amp; Companies

on Vessel

Lloyds - Sun Insurance Office

on Cargo

Latest Account

Sailed from Barbados on the  
19<sup>th</sup> March 1930 for Port au Basques  
(Newfoundland)

Crew 5 including Master, Officers and

Apprentices

Number of days out

Days

From Sailing to 9<sup>th</sup> July 1930

112

16<sup>th</sup> July 1930

119

23<sup>rd</sup> July 1930

126

COMMITTEE'S DECISION—

Defer 7 days - 9<sup>th</sup> July, 1930.On the Board - 16<sup>th</sup> July, 1930Posted as Missing - 23<sup>rd</sup> July, 1930

GENERAL PLUMER. (s.v.). — St. John's (N.F.), May 26.—British schooner General Plumer, cargo molasses, left Barbados on Mar. 19 for Port aux Basques and Grand Bank, not since reported, and hope has been abandoned for her safety.



*Tigris* of Antwerp  
(Belgian Steamer.)

2737 Tons Gross

Date 1902.

1738 Tons Net

Built

Classification

Lloyds Register + 100 A1. Last survey June 1930.

Application submitted

29<sup>th</sup> Oct. 1930.

Member making Application

Mr. Philip D'Ambrumenil  
66456/30

Owner

Soc. Nationale Belge de Transports  
Maritimes (Armement Deppe, Managers)

Cargo

General

Insurance effected at

Lloyds, Companies &amp; Antwerp } on Vessel

} on Cargo

Latest Account

Sailed from Antwerp on the  
18<sup>th</sup> September, 1930 for Alexandria,  
and last seen off the Isle of Wight  
Sept. 19-20, 1930

Crew 33 including Master, Officers and / Apprentices

Number of days out

Days

From last seen to 29<sup>th</sup> Oct. 1930

39

5<sup>th</sup> Nov. 1930

46

Berings Master

Antwerp for Alexandria

REMARKS—

Interested as Broker for part  
Insurance of hull

Fitted wireless.

TIGRIS—Camber, Oct. 7.—Two lifebuoys  
marked "Tigris Anvers" washed ashore  
one mile east of station.London, Oct. 7.—In reply to  
inquiry asking for latest news of the  
steamer Tigris, which left Antwerp on  
Sept. 18 for Alexandria and passed Dun-  
geon on Sept. 19, the owners have cabled  
from Antwerp to-day: Tigris passed  
Folkestone Sept. 19; due Alexandria.TIGRIS.—Camber, Oct. 7.—Two lifebuoys  
marked "Tigris Anvers" have been  
washed ashore one mile east of Jury's Gap  
Coastguard Station (not as before re-  
ported).

COMMITTEE'S DECISION—

On the Board - 29<sup>th</sup> Oct. 1930Posted Missing - 5<sup>th</sup> Nov. 1930



*Stralsund* of Hamburg, Fischer Master  
 (German motor vessel)  
 362 Tons Gross Date } 1930  
 203 Tons Net Built }  
 Classification Germanischer Lloyd +100 A  
 Fowey for Gothenburg

Application submitted

REMARKS—

17<sup>th</sup> December 1930.

Member making Application  
 Mr. Denys Franks.

Interested as Broker for Insurance of hull.

Owner

B. Richters.

Not fitted wireless.

Cargo

420 tons China Clay.

Insurance effected at

Lloyd's + Companies

on Vessel

on Cargo

Latest Account Sailed from Fowey on the  
 8<sup>th</sup> November 1930 for Gothenburg  
 and passed Dover on the 9<sup>th</sup> November,  
 1930.

Crew 13 including Master, Officers and / Apprentices

Number of days out

Days

From last report to 17<sup>th</sup> Dec. 1930. 38  
 " " " " 24<sup>th</sup> Dec. 1930 45

COMMITTEE'S DECISION—

On the Board - 17<sup>th</sup> Dec. 1930Posted Missing - 24<sup>th</sup> Dec. 1930.

STRALSUND.—London, Nov. 21.—The following advices have been received from Holland: The motor vessel Stralsund left Fowey on Nov. 8 for Gothenburg and till now the vessel has not yet been reported arrived. The Swedish steamer Signfred, which left Par on Nov. 8 and arrived at Gothenburg on Nov. 15, is reported to have met with very bad weather. The assured state that the large lifeboat of the Stralsund was found near Sylt on Nov. 15, at eight o'clock in the morning. The boat had two oars. Nothing has been heard of the crew and they are afraid that the vessel has gone down, although the possibility exists that the vessel has sought shelter and the master has omitted to telegraph this to the owner.

Hamburg, Nov. 21.—Motor vessel Stralsund has now been overdue for a week, and it is feared that she has been lost, with her crew of 12, during last week's heavy storms in the North Sea.—Reuter.

STRALSUND.—London, Nov. 27.—Motor vessel Stralsund: The following advices dated Nov. 25 have been received from Holland: We received to-day communication that several hatches and parts of a steering house have been found near Amrum together with some other parts not yet identified. Moreover, a dead body washed ashore on Monday (Nov. 24) also near Amrum with clothes marked O.W., undoubtedly coming up with the name of a member of the crew, named Otto Will.



*Trevellas*, of Dublin, Official No. 68864, Harney Master,  
(British aux. motor vessel)

128 Tons Gross

Date } 1876

Built }

81 Tons Net

Classification

Port Talbot for New Ross (Co. Wexford)  
Last Survey June 1896.

Application submitted

24<sup>th</sup> December, 1930.

Member

making Application

Mr D.E.W. Gibb

79643/30

Interested as Broker for Insurance of hull.

Owner

W.H. Kearon, Arklow.

Not fitted wireless.

Cargo

About 200 tons coal.

Insurance effected at

Lloyd's

on Vessel

Northern Maritime Insurance

Co. Ltd

Cardiff &amp; Newcastle on Tyne

on Cargo

Latest Account

Sailed from Port Talbot on the  
17<sup>th</sup> November, 1930 for New Ross (Co. Wexford)

Crew

4

including Master, Officers and

Apprentices

Number of days out

Days

From Sailing to Dec. 24<sup>th</sup> 1930

37

"

"

Dec. 31<sup>st</sup> 1930

44

COMMITTEE'S DECISION—

On the Board

24<sup>th</sup> Dec 1930

Posted Missing

31<sup>st</sup> Dec. 1930

**TREVELLAS** (aux.).—Belfast, Dec. 19.—Auxiliary motor schooner *Trevellas*, 25 days out from Port Talbot for New Ross, is missing, and has been given up. She is owned in Arklow.—LLOYD'S LIST Correspondent. (Note.—The *Trevellas* left Port Talbot on Nov. 17 for New Ross.)

London, Dec. 12.—In reply to inquiry for latest news of auxiliary motor schooner *Trevellas*, the owner of the vessel telegraphs from Arklow to-day as follows: No news since vessel left Port Talbot.



*Eve* of Plymouth, Official No 124583, Ellis Master,  
(British cutter)

Tons Gross

Date } 1899.

Plymouth for Penryn.

30 Tons Net

Built }

Classification *Lloyds Register - not classed*

Application submitted

REMARKS—

28<sup>th</sup> January, 1931.

Subscriber

making Application

*Mr. J. Wemyss Thornton.**Interested as Broker for Insurance  
of hull and cargo.*

Owner

*Albert Westcott Plymouth.**Not fitted wireless*

Cargo

*Bricks*

Insurance effected at

*London Assurance Corporation* } on Vessel*London Assurance Corporation* } on Cargo

Latest Account

*Sailed from Plymouth on the  
28<sup>th</sup> November, 1930 for Penryn and last seen  
by aux. ketch "Diligent" about 1 p.m. same  
day 3 to 4 miles south of Looe Island.*

Crew 2 including Master, Officers and Apprentices

Number of days out

Days

*From last seen to 28<sup>th</sup> Jan. 1931**61**" " " 4<sup>th</sup> Feb 1931**69*

COMMITTEE'S DECISION—

*On the Board 28<sup>th</sup> Jan. 1931**Posted Missing 4<sup>th</sup> Feb. 1931*

**EVE** (s.v.).—Plymouth, Dec. 6.—Fears are entertained as to the fate of the smack Eve, belonging to Mr. Albert Westcott, of Woolster Street, Plymouth, which left Oreston for Penryn on Friday last week at 9 a.m. with cargo bricks, and has not been heard of since. In the ordinary course of events she would have completed the voyage by 5 or 6 p.m. the same day. The weather conditions were not particularly bad at Plymouth last Friday week, although there was a fresh wind and rather dirty weather at night. The Diligent, of Mevagissey, reported that she saw the Eve between Plymouth and Mevagissey. There were only two on board the smack. The registered tonnage of the vessel is 30.—"The Western Morning News & Mercury."

**EVE** (s.v.).—Plymouth, Dec. 9.—There is still no news of the Plymouth cutter Eve, which left Oreston last Friday week for Penryn with a cargo of bricks. It is feared that the vessel was either swamped in the Channel by a heavy sea or was run down by a steamer.—"The Western Morning News and Mercury." (See issue of Dec. 9.)

**EVE** (s.v.).—London, Jan. 7.—The owner writes from Plymouth under date of Jan. 6 that the sailing vessel Eve had not been seen or heard of since she left there on Nov. 28 for Penryn.

**EVE** (s.v.).—London, Jan. 26.—In reply to inquiry, the owner of the auxiliary ketch Diligent writes from Mevagissey, Cornwall, under date of Jan. 24, that the Diligent passed the cutter Eve, of Plymouth, at about 1 p.m. on Nov. 28 last, from three to four miles south of Looe Island, the weather being fine at that time.



*Calder*, of Goole, Official No. 161047, Luthery Master

(British steamer)

1107 Tons Gross

445 Tons Net

Date } 1930.

Built }

Classification Lloyd's Register +100 A1.

Hamburg for Hull & Goole.

Last Survey March 1931.

Application submitted.

REMARKS—

13<sup>th</sup> May 1931

The Admiralty stated (27<sup>th</sup> May, 1931) that they saw no reason to suppose that the *Calder* had been lost as a result of a mine explosion. Letter No. 31850/31.

Member making Application

Mr Lewis D'Ambrumenil

Interested as Underwriter on hull.

26448/31

Owners.

London Midland & Scottish  
Railway.

Not fitted wireless.

Cargo

963 tons General.

CALDER.—Chapel St. Leonards, Linc.,  
Apr. 20. — Lifeboat marked "CALDER,  
of Goole," washed ashore.  
Skegness, Apr. 20.—Lifebuoy  
marked "L.M.S. Goole" washed ashore  
at Skegness at 6 45 p.m. (Note.—The  
Calder left Hamburg on Apr. 17 for  
Goole.)

London, Apr. 21.—In reply to  
the Sec Agent at Goole tele.

Insurance effected at

Lloyds & Companies

on Vessel

Lloyds & Companies

on Cargo

Latest Account

Sailed from Hamburg on the  
17<sup>th</sup> April, 1931 for Hull and Goole, and  
passed Cuxhaven at 3 a.m. 18<sup>th</sup> April.

Crew 18 including Master, Officers and

Apprentices

Number of days out

Days

From last report to 13<sup>th</sup> May 1931

25

20<sup>th</sup> May 1931

32

COMMITTEE'S DECISION—

On the Board

13<sup>th</sup> May 1931

Posted Missing

20<sup>th</sup> May 1931



*Raymond R.* (ex *Jean Wakely*) of *St. Pierre (Miq.)*  
(*French Schooner*) *Lecuyer Master*

270 Tons Gross

Date } 1919.

Built }

232 Tons Net

Classification

*Bureau Veritas 3/3 G.1.1 Last Survey Feb. 1931.*

Application submitted

*2nd September 1931*

Member making Application

*Mr. P. F. Lenoir*  
*4/9/31*

Owner

*A. Roulet*

Cargo

*4322 quintals of Codfish*

Insurance effected at

*In France*

} on Vessel

*Lloyds & Lun Ins. Office Ltd.*

} on Cargo

Latest Account

*Sailed from St. Pierre (Miquelon)*  
*on the 30th April, 1931 for Oporto.*

Crew

*8* including Master, Officers and — Apprentices

Number of days out

Days

<i>From Sailing to 2nd Sept. 1931</i>	<i>125</i>
<i>" " 9th Sept. 1931</i>	<i>132</i>
<i>" " 16th Sept. 1931</i>	<i>139</i>

COMMITTEE'S DECISION—

*On the Board - 2nd Sept 1931**Posted Missing - 16th Sept. 1931.*

RAYMOND R. (s.v.).—London, June 23.—  
In reply to inquiry Lloyd's Agents at  
Oporto telegraph to-day: Schooner  
Raymond R. sailed from St. Pierre  
(Miq.) on Apr. 30, cargo codfish, bound  
for this port but has not arrived. We  
have no tidings of her.



*Oarsman*, of Ipswich. Official No. 13688 Cox Master.

(British steamer)

319 Tons Gross

Date } 1920

Built }

117 Tons Net

Classification *Lloyd's Register +100 A1*

*Last Survey March 1931*

Application submitted

REMARKS—

*9th March, 1932*

Member

making Application

*Mr. Keith Shipton*

*12251/32*

*Interested as Broker for Insurance on Hull*

Owner

*R. & W. Paul Ltd.*

*Not fitted with beam*

Cargo

*30x800 kilos Maize*

Insurance effected at

*Lloyd's & Companies*

} on Vessel

*Lloyd's*

} on Cargo

OARSMAN.—London, Feb. 18.—The following advices have been received from the owners of the steamer Oarsman, dated Ipswich, Feb. 17: Steamer Oarsman left Rotterdam on Wednesday (Feb. 10) for Yarmouth, Nor., and was reported as being outside the Hook of Holland at 8 p.m. No news has since been received about her.

Yarmouth, Nor., Feb. 18.—Steamer Oarsman, which left Rotterdam for this port on Feb. 10, was loaded with maize in bulk.—Lloyd's Agents.

OARSMAN.—London, Mar. 15.—In reply to inquiry with reference to the steamer Oarsman, which left Rotterdam for Yarmouth, Nor., on Feb. 10, Lloyd's Agent at Lowestoft telegraphs to-day: Oarsman, of Ipswich: Regret no news Yarmouth Lowestoft districts.

Latest Account

*Sailed from Rotterdam on the 10th February 1932 for St. Yarmouth and was reported off Hook of Holland at 8 p.m. on the same day*

Crew

*7* including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 9th March 25*

*" " " 16th March 35*

COMMITTEE'S DECISION—

*On the Board - 9th March 1932*

*Posted Missing - 16th March 1932*



*Mark H Gray* of *St. John's (N.F.)*, Douglas Master, Official No. 157152  
(*British schooner*)

163 Tons Gross

Date } 1925

Built }

100 Tons Net

Classification *Not classed**Oporto for Gaultois (N.F.)*

Application submitted

*15<sup>th</sup> March, 1933*

*Member* making Application  
*Mr. C. B. Meller*

*15814/21*

Owner

*Thomas William Douglas*

Cargo

*150 Tons Salt*

Insurance effected at

*Lloyds*} *on Vessel**Lloyds*} *on Cargo*

Latest Account

*Sailed from Oporto on the  
2<sup>nd</sup> October, 1932, for Gaultois (N.F.)*

Crew

*6*

including Master, Officers and — Apprentices

Number of days out

Days

*From Sailing to 15<sup>th</sup> Mar. 1933**164**22<sup>nd</sup> Mar 1933**171*

REMARKS—

*Interested as Underwriter on hull**Not fitted wireless*

MARK H. GRAY (s.v.).—Halifax, Dec. 9.—Fears have been expressed for the safety of the schooner Mark H. Gray, and her crew, which sailed from Oporto on Oct. 2 for Gaultois, N.F., with a cargo of salt. No word has been received of the vessel since she sailed.—The Halifax Chronicle.

MARK H. GRAY (s.v.).—London, Jan. 30.—In reply to inquiry asking for latest information of the British schooner Mark H. Gray, which sailed from Oporto on Oct. 2, 1932, for Gaultois, N.F., Lloyd's Agent at St. John's, N.F., writes under date of Jan. 19: No further report heard. Presumed lost with all hands.

COMMITTEE'S DECISION—

*On the Board**15<sup>th</sup> Mar. 1933**Posted Missing**22<sup>nd</sup> Mar 1933*



*Stanley E. Parsons*, of *St. John's (N.F.)*, *St. Parsons Master*, Official No. 1234444  
(*British Schooner*)

Tons Gross

Date } 1884

Built } Rebuilt 1923

78 Tons Net

Classification

Not classed

*St. John's (N.F.) for Little Bay Islands*

Application submitted

14<sup>th</sup> June, 1933.

Member

making Application

*Mr. J. Cunningham*

21768/33.

*Interested as Brokers for part Insurance of cargo*

Owner

*Messrs James Strong Ltd.*

*Not fitted wireless*

Cargo

*General Provisions*

Insurance effected at

*Terra Nova Mutual Ins. Club* } on Vessel

*Lloyds & Companies*  
*& Newfoundland Marine Ins. Co. Ltd.* } on Cargo

Latest Account

*Sailed from St. John's (N.F.) on the 12<sup>th</sup> Dec. 1932, for Little Bay Islands & last seen midnight Dec. 12-13*

Crew

7

including Master, Officers and

Apprentices

Number of days out

Days

*From last seen to 14<sup>th</sup> June, 1933.*

184

*" " " 21<sup>st</sup> June, 1933.*

191.

C

N—

*On the 14<sup>th</sup> June, 1933.*

*14<sup>th</sup> June, 1933.*

*Posted Missing*

*21<sup>st</sup> June, 1933*

**STANLEY E. PARSONS** (s.v.).—St. John's, NF., Dec. 21.—Searching the sea between St. John's and Little Bay the trawler Agulhas has found no trace of the schooner Stanley E. Parsons, which sailed from here with supplies for her home port on Dec. 4 (P). She had a crew of six under Captain John Parsons, of Little Bay, and carried one passenger. Ocean-going vessels were on the watch, and to-day the steamer Hansi joined the search.—"New York Herald Tribune."

St. John's, NF., Dec. 23.—Hope for the missing schooner Stanley E. Parsons, more than two weeks overdue at Little Bay from this port, has not been abandoned by shipping men here. They believe the craft, with seven men on board, "made too much offing," and may return with a landward wind.—"New York Herald Tribune."

**STANLEY E. PARSONS** (s.v.).—St. John's, NF., Dec. 21.—On Dec. 5 the schooner Stanley E. Parsons sailed out of St. John's harbour, homeward bound to Little Bay with supplies. She has not been reported since, and anxiety is felt for the crew of six and one passenger. The trawler Agulhas searched the path the schooner should have followed on her trip to Little Bay, but no trace of the missing vessel was found. To-day the



*Christina Fraser*, of Sydney (N.S.W.) Queen Master, Official No. 152012  
(British Steamer)

717 Tons Gross

Date } 1925

299 Tons Net

Built }

Classification

Lloyds Register + 100 A1. Last Survey Feb. 1933.

Bulli (N.S.W.) for Geelong

Application submitted

REMARKS—

Aug. 16<sup>th</sup> 1933.

Member

making Application

Mr E. L. Lumley  
H5H56/33

Interested as Brokers for Owners Insurance

Owners.

Messrs R. W. Miller & Co Ltd  
Sydney (N.S.W.)

Not fitted wireless

Cargo

Coal

Insurance effected at

London

on Vessel

on Cargo

Latest Account

Sailed from Bulli (N.S.W.) on  
the 22<sup>nd</sup> June (p.m.) 1933 for Geelong and  
was last seen at 1 a.m. 24<sup>th</sup> June, 6 miles  
off Gabo

Crew 17

including Master, Officers and

Apprentices

Number of days out

From last seen to 16<sup>th</sup> Aug. 1933

Days

53

, 23<sup>rd</sup> Aug. 1933

60

COMMITTEE'S DECISION—

On the Board

16<sup>th</sup> Aug. 1933

Posted Missing

23<sup>rd</sup> Aug. 1933

CHRISTINA FRASER.—Sydney, June 27.  
—Steamer Christina Fraser is overdue.  
Lloyd's Agent.

London, June 27.  
—The following cable has been received  
from Sydney, dated June 27, 7 5 p.m.:  
Christina Fraser sighted by steamer  
Koranui hove to 90 miles south of Gabo  
a.m., Saturday (June 24). Weather since  
improved. Steamer William McArthur  
leaves Melbourne at 5 p.m. to-day, and  
reaches position in 24 hours. Suggest  
seaplane endeavours to locate to-morrow.  
(Note.—The Christina Fraser left Bulli on  
June 22, p.m., for Geelong; and was due  
on June 25, a.m.)

CHRISTINA FRASER. — Melbourne,  
June 28.—Wreckage on the Victorian  
Coast indicates that the collier Christina  
Fraser has foundered with her crew of  
17. She was last seen on Saturday  
(June 24) hove-to in a storm. Aero-  
planes searched for the vessel, but were  
unable to locate her. The Christina  
Fraser was a vessel of 717 tons gross and  
was owned by R. W. Miller & Co.  
—Exchange Telegraph Company.

Sydney, June 28.  
—Steamer Christina Fraser: No report  
since steamer Koranui sighted at  
1 a.m. on June 24 six miles off Gabo.  
No information re condition of  
vessel and nature of breakdown.  
Melbourne seaplane and steamer William



*Dorin* of Halifax (Nova Scotia) Official No. 144280, Williams Master,  
(British motor vessel)

423 Tons Gross

Net 416

307 285 Tons Net

Date } 1919

Built }

Classification Bureau Veritas 3/3 A.1.1. Last Survey March 1933

Turks Island for Yarmouth (Nova Scotia)

Application submitted

REMARKS—

Nov. 8<sup>th</sup> 1933

Member making Application

Mr. W. S. Rough.  
59764/33

Interested as Agent for Owner

Owner

Mrs. Margaret Cruickshank

Not fitted wireless

Cargo

Salt

Insurance effected at

London

on Vessel

Western Assurance Co

on Cargo

Latest Account

Sailed from Turk's Island on the 6<sup>th</sup> Sept. 1933 for Yarmouth (Nova Scotia) and sailed from Nassau on the 10<sup>th</sup> September, 1933.

Crew

10 including Master, Officers and

Apprentices

Number of days out

Days

From last report to 8<sup>th</sup> Nov. 1933

59

22<sup>nd</sup> Nov. 1933

73

29<sup>th</sup> Nov. 1933

80

COMMITTEE'S DECISION—

Defer for 14 days

8<sup>th</sup> Nov. 1933

On the Board

22<sup>nd</sup> Nov. 1933

Posted Missing

29<sup>th</sup> Nov. 1933

**DORIN** (aux.).—Halifax, Sept. 28.—Motor vessel Dorin, master Owen Williams, Turks Island for Yarmouth, N.S., cargo salt, is reported overdue and some anxiety is expressed for the safety of the vessel and crew as several storms have raged since she left Nassau, which port she had put into for fuel oil.—The Halifax Chronicle.

London, Oct. 4.—The following cable has been received this morning from Halifax: Auxiliary schooner Dorin not reported since leaving Nassau on Sept. 10. (Note.—The Dorin is bound for Yarmouth, N.S., from Turks Island.)

Yarmouth, N.S., Oct. 9.—British auxiliary vessel Dorin, Turks Island for Yarmouth, N.S., cargo salt, overdue; vessel not reported since leaving Nassau 29 days ago.—Lloyd's Agent.

Halifax, Oct. 9.—Hope has been almost abandoned for the safety of the Nova Scotia auxiliary schooner Dorin and her crew of 10, most of them men of this province. The schooner left a port in the Caribbean Sea four weeks ago with a cargo of salt and has not been heard of since then, whereas the ordinary length of the voyage is 10 days. There is particular cause for alarm in that gales and hurricanes have lashed the Atlantic Coast since the vessel left port.—Reuter.

**DORIN** (aux.).—London, Oct. 20.—In reply to inquiry regarding the British auxiliary vessel Dorin, Turks Island for Yarmouth, N.S., salt, which had not been reported since she left Nassau on Sept. 10, Lloyd's Agents at Halifax write, under date of Oct. 10: The Dorin has not been reported, and it is very much feared that she is lost.



*Dorin* of Halifax (Nova Scotia) Official No 144280, Williams Master,  
(British motor vessel)

423 Tons Gross

Date } 1919

Turks Island for Yarmouth (Nova Scotia)

416

Built }

307 285 Tons Net

Classification Bureau Veritas 3/3 A.1.1. Last Survey March 1933

Application submitted

REMARKS—

Nov. 8<sup>th</sup> 1933

Member

making Application

Mr. W. S. Rough

59764/22

Interested as Agent for Owner

Owner

Mrs. Margaret Cruickshank

Not fitted wireless

Cargo

Salt

Insurance effected at

London

on Vessel

Western Assurance Co.

on Cargo

Latest Account

Sailed from Turks Island on  
the 6<sup>th</sup> Sept. 1933 for Yarmouth (Nova  
Scotia) and sailed from Nassau  
on the 10<sup>th</sup> September, 1933.

Crew

10 including Master, Officers and Apprentices

Number of days out

Days

From last report to 8<sup>th</sup> Nov. 1933

59

" " " 22<sup>nd</sup> Nov. 1933

73

" " " 29<sup>th</sup> Nov. 1933

80

COMMITTEE'S DECISION—

Defer for 14 days

8<sup>th</sup> Nov. 1933

On the Board

22<sup>nd</sup> Nov. 1933

Posted Missing

29<sup>th</sup> Nov. 1933

**DORIN** (aux.).—Halifax, Sept. 28.—  
Motor vessel Dorin, master Owen  
Williams, Turks Island for Yarmouth,  
N.S., cargo salt, is reported overdue and  
some anxiety is expressed for the safety  
of the vessel and crew as several storms  
have raged since she left Nassau, which  
port she had put into for fuel oil.—The  
Halifax Chronicle.

London, Oct. 4.—The  
following cable has been received this  
morning from Halifax: Auxiliary  
schooner Dorin not reported since leaving  
Nassau on Sept. 10. (Note.—The Dorin  
is bound for Yarmouth, N.S., from Turks  
Island.)

Yarmouth, N.S., Oct. 9.—  
British auxiliary vessel Dorin, Turks  
Island for Yarmouth, N.S., cargo salt,  
overdue; vessel not reported since leaving  
Nassau 29 days ago.—Lloyd's Agent.  
Halifax, Oct. 9.—Hope has been  
almost abandoned for the safety of the  
Nova Scotia auxiliary schooner Dorin and  
her crew of 10, most of them men of this  
province. The schooner left a port in  
the Caribbean Sea four weeks ago with  
a cargo of salt and has not been heard  
of since then, whereas the ordinary  
length of the voyage is 10 days. There  
is particular cause for alarm in that  
gales and hurricanes have lashed the  
Atlantic Coast since the vessel left port.  
—Reuter.

**DORIN** (aux.).—London, Oct. 20.—In  
reply to inquiry regarding the British  
auxiliary vessel Dorin, Turks Island for  
Yarmouth, N.S., salt, which had not  
been reported since she left Nassau on  
Sept. 10, Lloyd's Agents at Halifax write,  
under date of Oct. 10: The Dorin has not  
been reported, and it is very much feared  
that she is lost.



*Broomfleet*, of *Goole*, Official No. 136080, *Hutchinson* Master

(*British Steamer*)

8814 Tons Gross

Date } 1915

*Goole for Ipswich*

1708 Tons Net

Built

Classification

*Lloyd's Register + 100 A1. Last survey April 1932.*

Application submitted

REMARKS—

*29th December, 1933*

Member

making Application

*Mr. J. D. Stobart*

*71039/33.*

*Interested as Broker for Insurance on hull.*

Owner

*Ebor S. S. Co. Ltd.*

*(A. W. Atkinson Mgr.)*

*Not fit*

Cargo

*1037 tons coal.*

Insurance effected at

*Lloyds + companies*

on Vessel

on Cargo

Latest Account

*Sailed from Goole on the 13th Dec. 1933 for Ipswich and passed Spurn Head same day.*

Crew 13 including Master, Officers and

Apprentices

Number of days out

Days

*From last report to 29th Dec. 1933*

*16*

*3rd Jan. 1934*

*21*

COMMITTEE'S DECISION—

*On the Board.*

*29th Dec. 1933*

*Posted Missing*

*3rd Jan. 1934*



*Berea*, of Cape Town, Official No 150041, Christoffersen Master,

(British whaler)

175 Tons Gross

Date } 1925

Built }

60 Tons Net

Classification Norwegian Register + 1 A1

Cape Town for the Antarctic

Last Survey April 1930

Application submitted

17<sup>th</sup> January, 1934.

Subscriber

making Application

Mr H. G. Smith

72053/30

Interested as Insurance Broker in respect of crew.

Owner

Messrs Irvin & Johnson (South Africa) Ltd

Fitted wireless

Cargo

Insurance effected at

Maritime Co's Agency

Cape Town

on Vessel

on Cargo

BEREA.—Cape Town, Nov. 7.—British whaling steamer Berea reported lost with all hands in the South Antarctic.

Cape Town, Nov. 7.—A dead whale floating on the sea is the only clue to the complete disappearance of the whaler Berea, which has been missing in the Antarctic since Nov. 4, when the last wireless message from her was picked up by the factory vessel Tafelberg. Little hope is entertained for the safety of the crew of 12, whose relatives were advised about the position to-day. The Berea left Cape Town with the Tafelberg about the middle of October.—Reuter.

BEREA.—Cape Town, Nov. 7.—The British whaling steamer Berea carried a crew of eight, four Norwegians and four men from Cape Town.—Reuter. (See issue of Nov. 8.)

BEREA.—London, Jan. 15. — According to extracts from the wireless log of the oil refinery Tafelberg, at 3 40 a.m. on Nov. 6, the catcher Sydstadlandet reported having seen a dead whale. The whale was found and examined the same afternoon. The whale had three harpoons in it, one being a loose harpoon, all belonging to the Berea. (See issue of Nov. 6.)

Latest Account

Sailed from Cape Town on the 17<sup>th</sup> Oct. 1933 for the Antarctic & was in wireless communication with factory vessel Tafelberg on the 4<sup>th</sup> Nov.

Crew

12 including Master, Officers and

Apprentices

Number of days out

Days

From last report to 17<sup>th</sup> Jan. 1934

74

24<sup>th</sup> Jan 1934

81.

COMMITTEE'S DECISION—

On the Board

17<sup>th</sup> Jan. 1934

Posted Missing

24<sup>th</sup> Jan. 1934



*Elsa*, of Nantes  
(French Schooner)

125 Tons Gross

Date } 1891

Built }

99 Tons Net

Classification *Not classed*

Lequelliec Master  
Cardiff for Concarneau

Application submitted

7<sup>th</sup> February, 1934

Subscribers making Application

Northern Maritime Insurance Co Ltd  
Newcastle

7785/34

Owner

Mr Joseph Le Gal

Cargo

Coal

Insurance effected at

} on Vessel

Northern Maritime Ins. Co Ltd  
Newcastle

} on Cargo

Latest Account

Sailed from Cardiff on the  
10<sup>th</sup> December 1933 for Concarneau.

Crew

6 including Master, Officers and

Apprentices

Number of days out

Days

From Sailing to 7<sup>th</sup> Feb. 1934.

59

14<sup>th</sup> Feb. 1934

66

21<sup>st</sup> Feb. 1934

73

COMMITTEE'S DECISION—

Defer 7 days

7<sup>th</sup> Feb. 1934.

On the Board

14<sup>th</sup> Feb. 1934

Posted Missing

21<sup>st</sup> Feb. 1934

ELSA (s.v.).—Pont l'Abbe, Dec. 28. —  
Anxiety is felt for the safety of the  
schooner Elsa, of Nantes, master Le  
Gal, which left Cardiff on Dec. 10 for  
Concarneau with coal, and has not yet  
been reported. — "L'Union Elair."

ELSA (s.v.).—London, Feb. 2.—According  
to advices from Cardiff, the owner of the  
French schooner Elsa writes from Pont  
l'Abbe, under date of Jan. 28: Since  
Dec. 11, the day that I received her  
advice of sailing from Cardiff for Con-  
carneau, no news has reached me regard-  
ing the Elsa. She had a crew of six.  
In view of the long silence, I no longer  
have any hope of seeing either the vessel  
or her crew again.

ELSA (s.v.).—London, Feb. 7.—In reply to  
inquiry, asking for latest news of French  
schooner Elsa, which left Cardiff on  
Dec. 10 for Concarneau, Lloyd's Agent at  
Brest cabled to-day: Elsa considered  
officially totally lost at sea, all on board  
lost.



*Agnes J Myra* of Bridgetown, Barbados (B.W.I.), Official No. 152490  
(British schooner) William Hubley Master

Tons Gross

Date } 1928

98 Tons Net

Built }

Classification Not classed

Georgetown for St Pierre (Miquelon)

Application submitted

REMARKS—

11th April, 1934

Member

making Application

Mr. W. S. Rough

10.309/34.

Interested as Insurance Broker

Owner

Agnes J Myra Shipping Co

Fitted with wireless

Cargo

14288 Kegs of rum

Insurance effected at

Lloyds and Companies } on Vessel

} on Cargo

Latest Account

Sailed from Georgetown on the  
14th August 1933 for St. Pierre (Miquelon)  
and was in wireless communication  
on 24th October, 1933.

Crew

8

including Master, Officers and

Apprentices

Number of days out

Days

From last report to 11th Apr 1934 167

18th Apr 1934 176

COMMITTEE'S DECISION—

On the Board

11th Apr 1934

Posted Missing

18th Apr. 1934

AGNES J. MYRA (aux.).—Lunenburg, N.S., Nov. 27.—Auxiliary schooner Agnes Myra (P. Agnes J. Myra), with a crew of eight men, is believed to have foundered off the Nova Scotian coast. Nothing has been heard from her since Oct. 4. The vessel was bound for the British West Indies.—Reuter.

AGNES J. MYRA (aux.).—Halifax, Nov. 28.—Nothing has been heard of the auxiliary schooner Agnes J. Myra since Oct. 24, when a wireless message gave Glace Bay as her nearest land position. Fears are held that she was either run down by another craft or foundered in the storm. Last week Customs preventive cruisers were asked by the owners to search for the missing vessel after they had come to the conclusion that the ship's wireless must have broken down. She had spare canvas and a new supply of 90 fathoms of rope, and was completely overhauled last summer, being declared in excellent condition. The Agnes J. Myra was built in 1925 by Smith & Bhuland, of Lunenburg, for Captain Clarence Myra, of Riverport, and up to two years ago was bank fishing when she was purchased by Captain William Hubley, her present owner and master.—The Halifax Chronicle.

AGNES J. MYRA (aux.).—Halifax, Dec. 1.—The schooner Agnes J. Myra has been missing for more than a month, and no word has come from the schooner since her wireless operator talked to land stations on Oct. 24. She was riding at that time off the Cape Breton coast. On the following day a fierce storm raked the coastline, and the messages from the Agnes J. Myra ceased abruptly. She is believed to have foundered with her crew of eight men, under Captain William Hubley, all Nova Scotians, except for John Currie, of Montreal.—"The Daily Colonist," Victoria, B.C.

AGNES J. MYRA (aux.).—London, Feb. 12.—The owners' agent of the British auxiliary schooner Agnes J. Myra writes from Riverport, N.S., under date Jan. 24, that the vessel left Georgetown, Demerara, on Aug. 14, 1933, for St. Pierre, Miquelon. She had on board a crew of eight and was last reported on Oct. 24.

AGNES J. MYRA (aux.).—London, Mar. 5.—In reply to inquiry, Lloyd's Agents at Halifax write under date of Feb. 24: There has been no further news of the schooner Agnes J. Myra, and she is undoubtedly lost with all hands.



*Ryvingen* of Haugesund.  
(Norwegian steamer)

590 Tons Gross

Date } 1920

Built }

308 Tons Net

Classification

Bureau Veritas ±1

Sandvik Master

Methil for Klaksvig (Faroes)

Last Survey April 1933.

Application submitted

REMARKS—

2<sup>nd</sup> May, 1934

Member making Application

Mr F. W. Clark

27602/34

Interested as London Agents of  
brokers of Insurance of cargo.

Owners

Messrs Kristian Hauge &amp; Alf Lindo

Not fitted wireless

Cargo

725 tons coal &amp; 67 tons coke

RYVINGEN.—London, Feb. 16.—Norwegian steamer Ryvingen left Methil Feb. 6 for Klaksvig, Faroe Islands, and, according to a telegram from Methil to-day, the owners state that she has not yet arrived.

Insurance effected at

RYVINGEN.—Stavanger, Mar. 9.—A lifebelt, marked "Ryvingen, Haugesund," has been found at Flatholmen, off Jaeren. Portions of hatch covers and some other pieces of wood, apparently from a steamer, have also been found.

Oslo, Bergen &amp; Haugesund } on Vessel

Glasgow. } on Cargo

RYVINGEN.—London, Apr. 30.—According to evidence given at the Court of Inquiry held at Haugesund on Mar. 20 regarding the loss of the Norwegian steamer Ryvingen, which left Methil on Feb. 6 for Klaksvig, with a cargo of coal and coke, nothing has since been heard of the vessel, but a lifebuoy and two lifebelts, which were marked "Ryvingen-Haugesund," have been found. The steamer Kongshaug, which left the Firth of Forth on Feb. 8 for Vaag, sheltered at Stronsay from Feb. 9 to Feb. 11, during which time a hurricane was raging.

Latest Account

Sailed from Methil on the  
6<sup>th</sup> February, 1934 for Klaksvig (Faroes)

Crew

12

including Master, Officers and

Apprentices

Number of days out

From Sailing to 2<sup>nd</sup> May, 1934

Days

85

9<sup>th</sup> May, 1934

92

COMMITTEE'S DECISION—

On the Board - 2<sup>nd</sup> May, 1934Posted Missing - 9<sup>th</sup> May, 1934.



*Garrigill*, of Ramsgate, Official No. 136592, Mynheer Master,  
(British Steam Trawler)

99 Tons Gross

Date } 1914

Built }

42 Tons Net

Classification *Not classed*

*Milford Haven for fishing in Tenby district*

Application submitted

*19th September, 1934*

Member

making Application

*Mr. E. R. Pulbrook*

*51067/34*

*Interested as Underwriter on hull*

Owner

*The Char Steam Trawling Co Ltd*

*Not fitted wireless*

Cargo

Insurance effected at

*Lloyd's*

*on Vessel*

*on Cargo*

Latest Account

*Sailed from Milford Haven on the 17th August 1934 for fishing in the Tenby district & was last seen by trawler 'Don' on the 20th Aug.*

Crew

*8 including Master, Officers and*

*Apprentices*

Number of days out

Days

*From last seen to 19th Sept. 1934*

*30*

*" " 26th Sept. 1934*

*37*

COM

*On the 26th Sept. 1934*

*Posted Missing*

*26th Sept. 1934*

GARRIGILL.—London, Aug. 29.—The owner of the Ramsgate steam trawler Garrigill, which was carrying a crew of eight, has now abandoned hope for the safety of the vessel. It is thought that the trawl of the Garrigill may have caught on submerged wreckage when she was in the trough of a wave, and that she was dragged under.

GARRIGILL.—London, Sept. 10.—In reply to inquiry, Lloyd's Agent at Milford Haven writes, under date of Sept. 8: There would appear to be no doubt that the steam trawler Garrigill has foundered with all hands. The vessel has not returned to Milford Haven and in spite of all inquiries made by the owners at all likely ports and places where she might have been sheltering, no news has been received of her. Up to the time of writing there has been no report of wreckage being picked up or washed ashore, except for the report made by another trawler that they had seen what appeared to be the top of a wheelhouse floating in the neighbourhood of the fishing grounds, but there was nothing to indicate that this actually had belonged to the Garrigill. The Garrigill sailed on Aug. 17 and was expected to return by Aug. 25.

GARRIGILL.—London, Sept. 11.—The body washed ashore at Monkstone Beach, Tenby, Pembrokeshire, on Sunday (Sept. 9) was identified at the inquest to-day as that of Thomas Knight, mate of the Ramsgate trawler Garrigill, which left Milford Haven on Aug. 17 and has not since been heard of. The vessel had a crew of eight.

GARRIGILL.—Llanelli, Sept. 12.—Trawler Garrigill: Piece of wood bearing this name found to-day on Pendine Sands, also lifebuoy bearing no name.

Pendine, Sept. 12.—Found on shore at Pendine part of wheelhouse, upper part painted green and white and carved for derrick rest. "Garrigill" carved on green part in black letters. In safety.

GARRIGILL.—London, Sept. 19.—According to a letter received by the owner of the steam trawler Garrigill from his manager at Milford Haven, the Lowestoft drifter Don reports that on Monday, Aug. 20, he hauled at about 8 a.m., about 10 to 12 miles NNE. of the North Lundy Light. Weather was coming on bad, and, as their trip was about up, he decided to get to Milford Haven as soon as possible. While they were getting ready to start, the Garrigill crossed their head, coming from the Helwick direction, and making towards Lundy. The Garrigill was steaming and was presumably making for Lundy for shelter. They saw her for some five or ten minutes. It was coming on thick with rain, so they soon lost sight of her. In due course they reached Milford Haven, landing on the Tuesday (Aug. 21).



*La Crescenta*, of London, Official No. 147519, Upstill Master  
(British tank steamer)

5880 Tons Gross

Date } 1923

Built

3531 Tons Net

Classification

Lloyd's Register + 100 A1

Last Survey October 1934

Port San Luis for Osaka

Application submitted

REMARKS—

30<sup>th</sup> January, 1935

Member

making Application

Mr. Sydney Graham  
7293/22Interested as Registered Managing  
owner and part Underwriter

Owners

Crescent Nav. Co. Ltd.  
(Harris + Dixon <sup>Ltd.</sup> Mgrs.)

Fitted wireless

Cargo

8446 tons crude oil in bulk

Insurance effected at

Lloyds and Companies } on Vessel

} on Cargo

Latest Account

Sailed from Port San Luis on  
the 24<sup>th</sup> November 1934 for Osaka  
and was spoken by the British steamer  
Athelviscount at 12.5 a.m. on the  
6<sup>th</sup> Decr. 1934. in lat. 34 N., long. 163 W.

Crew 29 including Master, Officers and

Apprentices

Number of days out

Days

From last report to 30<sup>th</sup> Jan. 1935 55  
6<sup>th</sup> Feb. 1935 62

COMMITTEE'S DECISION—

On the Board - 30<sup>th</sup> Jan. 1935.Posted Missing - 6<sup>th</sup> Feb. 1935

LA CRESCENTA.—Kobe, Jan. 4.—  
British tank steamer La Crescenta was  
due at Yokohama on Dec. 24. Informed  
British tank motor vessel Athelviscount  
spoke her up to Dec. 5, lat. 34 N.,  
long. 163 W., since when no reply.  
Very bad weather.—Lloyd's Agent.

LA CRESCENTA.—Honolulu, Jan. 4.—  
All vessels on Pacific shipping lines  
have been asked to assist in deter-  
mining the location of the British  
tanker La Crescenta. The Globe Wire-  
less Company states that no news has  
been received from the vessel since she  
left Port San Luis, California, for  
Osaka, Japan, three weeks ago.  
Japanese shippers are concerned for  
the vessel's safety.—Reuter.

LA CRESCENTA.—London, Jan. 7.—No  
news has been received in London to-day  
of the British tanker La Crescenta,  
which sailed from Port San Luis, Cali-  
fornia, for Osaka, on Nov. 24 and is  
now overdue. Vessels are still search-  
ing over a wide area of the mid-Pacific  
from which reports of bad weather were  
recently received, and wireless messages  
are being sent out regularly from both  
coasts in the hope that some contact  
with the missing vessel may yet be  
established.

San Pedro, Jan. 7.—  
Fears that the British tanker La Cres-  
centa has foundered have been in-  
creased by a message received by the  
Radio Corporation of America from the  
master of the tank motor vessel  
Athelbeach. The message states:  
Passed through pools of oil in lat. 35 2  
N., long. 164 W. British tanker La Cres-  
centa last heard of in that vicinity.—  
Reuter.

LA CRESCENTA.—San Francisco,  
Jan. 8.—With reference to British tank  
steamer La Crescenta, which is overdue  
on the voyage from Port San Luis, Cali-  
fornia, to Osaka, British tank motor  
vessel Athelbeach reports by radio  
having passed through pools of oil  
approximately 420 miles NW. of Hono-  
lulu, evidently from La Crescenta.

LA CRESCENTA.—London, Jan. 29.—  
The following information has been  
received from the owners of the tank  
steamer La Crescenta: The vessel left  
Port San Luis on Nov. 24 for Osaka  
with a cargo of 8446 tons of crude oil,  
and carried a crew of 29. She was last  
spoken at 12.5 a.m. on Dec. 6 by the  
motor vessel Athelviscount. On Jan. 6  
the motor vessel Athelbeach reported  
passing through large pools of oil in the  
position in which La Crescenta was last  
spoken.



*Nova Queen*, of Parrsboro (N.S.), Official No. 141518 Salter Master  
(British Schooner)

476 Tons Gross

Date } 1919.

Built }

400 Tons Net

Classification *Not classed*

Turk's Island for Yarmouth (N.S.)

Application submitted

13<sup>th</sup> March 1935.

Member making Application

Mr. Percy C. Mordan

15479/35

Interested as Insurance Broker

Owner

Schooner *Nova Queen Co Ltd*

Not fitted wireless

Cargo

Fishery Salt

Insurance effected at

Lloyds &amp; Companies

on Vessel

Lloyds &amp; Companies

on Cargo

Latest Account

Sailed from Turk's Island  
on the 4<sup>th</sup> December 1934 for  
Yarmouth (N.S.)

Crew

including Master, Officers and

Apprentices

**NOVA QUEEN** (s.v.).—Yarmouth, N.S., Jan. 18.—Three-masted schooner *Nova Queen*, Turk's Island for Yarmouth, N.S., cargo salt, 43 days out, has not arrived, and anxiety is felt for her safety. The vessel is insured at Lloyd's.

**NOVA QUEEN** (s.v.).—Halifax, Jan. 19.—From Yarmouth, N.S., it is announced that hope was abandoned to-day for the three-masted sailing vessel *Nova Queen*, which set out from Turk's Island for Yarmouth 47 days ago with a crew of eight.—Reuter.

**NOVA QUEEN** (s.v.).—Yarmouth, N.S., Jan. 31.—Schooner *Nova Queen*, Turk's Island for Yarmouth, N.S., cargo salt, 60 days out: Owners have served me with notice of abandonment, representing underwriters on hull and cargo insured at Lloyd's.—Lloyd's Agent.

**NOVA QUEEN** (s.v.).—Yarmouth, N.S., Feb. 4.—The owners of the schooner *Nova Queen*, of Parrsboro, N.S., state that, according to a letter received from the master, W. G. Salter, the *Nova Queen* sailed from Turk's Island on Dec. 4, 1934, with a cargo of salt for Yarmouth, N.S. Since the *Nova Queen* sailed from Turk's Island, she has not been reported or heard from, and the owners have given up all hope of her arrival. The schooner *E. P. Theriault* sailed from Turk's Island on Dec. 5 last and was out 38 days before she arrived at La Hève, N.S. The master, Sarty, of this vessel, stated that they had had a very boisterous passage, meeting constant gales and heavy seas. The schooner *Esthonia* sailed from Turk's Island on Dec. 5 last and arrived at Lugenburg, N.S., having been out 39 days. The master, Mahoney, stated that it was a hard passage, the worst in his experience. The schooner *Fieldwood* sailed from Turk's Island somewhat later, and she also experienced very bad weather and heavy seas. The vessel lost her rudder, and had her master washed overboard and drowned, and had to be towed into New Bedford, Mass.—Lloyd's Agent.

**NOVA QUEEN** (s.v.).—London, Mar. 8.—In reply to inquiry with reference to the British schooner *Nova Queen*, which left Turk's Island on Dec. 4, 1934, for Yarmouth, N.S., Lloyd's Agent at Yarmouth, N.S., cables to-day: British schooner *Nova Queen*. No further information has been received.

Number of days out

Days

From sailing to 13<sup>th</sup> Mar 1935

99

20<sup>th</sup> Mar 1935

106

COMMITTEE'S DECISION—

On the Board

13<sup>th</sup> March 1935.

Posted Missing

20<sup>th</sup> March 1935



*Joseph Medill* of Montreal, Official No. 158631, Mackintosh Master,  
(British motor vessel.)

2087 Tons Gross

Date } 1935

Built }

1607 Tons Net

Classification

Lloyd's Register + A1.

Grangemouth &amp; Newcastle (Tyne) for Toronto.

Application submitted

REMARKS—

16<sup>th</sup> October, 1935.

Member making Application

Mr. W. Sedgwick Rough  
60370Interest  
on hull

Owner

Quebec &amp; Ontario Transportation Co. Ltd.

Not fi

Cargo

2800 tons coal

Insurance effected at

Lloyds &amp; Companies

on Vessel

London

on Cargo

Latest Account

Sailed from Grangemouth on  
the 3<sup>rd</sup> August 1935 for Toronto, left  
Newcastle upon Tyne on the 10<sup>th</sup> August &  
was spoken in lat. 57.19 N., long. 26.12 W.  
on the 17<sup>th</sup> August, 1935

Crew 16 including Master, Officers and

Apprentices

Number of days out

Days

From last report to 16<sup>th</sup> Oct 1935

60

23<sup>rd</sup> Oct 1935

67

30<sup>th</sup> Oct 1935

74

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's  
Lloyd's consent.

JOSEPH MEDILL.—St. John's, NF., Sept. 2.—Motor vessel Joseph Medill, owned in Montreal, is now a week overdue and is believed to have foundered off Newfoundland in the storm on Aug. 25. It is feared that several hatches which have been salvaged are part of the wreckage.—Reuter. (Note.—The Joseph Medill left the Tyne on Aug. 10 for Toronto and passed Dunnet Head on Aug. 12.)

JOSEPH MEDILL.—London, Sept. 4.—The following cable has been received to-day from the owners of the motor vessel Joseph Medill: Steamer Empress of Australia, inbound; Sept. 2, noon, passed grey-painted vessel resembling motor vessel Joseph Medill proceeding west in lat. 53 N., long. 44 18 W. (See issue of Sept. 4.)

JOSEPH MEDILL.—St. John's, NF., Sept. 5.—Motor vessel Joseph Medill: On Aug. 26 five hatches were picked up, "two" at Gull Island, below Northern Bay, "three" at Long Beach, same vicinity "one" Northern Bay, all eight feet long, two feet wide and three feet deep, marked respectively "S 111" over SVIA, "S11 over BV111F," "S11 over R11F," "S11 over S11N," "S11 over B11M." No further wreckage or details since obtained. Press report from Montreal Sept. 4 advises steamer Empress of Australia reports sighting a Lake vessel about 400 miles off Newfoundland.

In reply to inquiry made to-day, Messrs. Swan, Hunter & Wigham Richardson, Ltd., Newcastle-upon-Tyne, state that they do not recognise the dimensions or markings of hatches mentioned in the above message as applying to the motor vessel Joseph Medill.

JOSEPH MEDILL.—Montreal, Sept. 9.—A schooner left St. John's, NF., to-day to search in the Atlantic for the motor vessel Joseph Medill, which is now a fortnight overdue on her maiden voyage from Newcastle-upon-Tyne to Montreal with a cargo of coal. The Joseph Medill, the world's largest all-welded vessel, has not been sighted since she entered the Atlantic a month ago, and her owners, the Quebec & Ontario Transportation Company, are gravely concerned.—"Daily Mail" Correspondent.

JOSEPH MEDILL.—London, Sept. 12.—A report received to-day from the builders of the motor vessel Joseph Medill states: The owners have investigated the report of Sept. 3 and they find that it has no substance as applying to the Joseph Medill, about which the last authentic report was on Aug. 17. (See issue of Sept. 5.)

JOSEPH MEDILL.—London, Sept. 13.—The following cable has been received from Chicago, dated Sept. 13: Motor vessel Joseph Medill: Assured sent out vessel to endeavour locate motor vessel Joseph Medill, also notified proper departments, both Canadian and American, and understand they sent wireless messages to vessels to be on the look-out for the Joseph Medill.

JOSEPH MEDILL.—Quebec, Sept. 5.—There have appeared items in the "Montreal Gazette" and the local papers stating that the owners of the motor vessel Joseph Medill, the Quebec & Ontario Transportation Company, at Montreal, have received direct communication from the vessel, which was reported 400 miles E of Newfoundland. I have investigated these reports, receiving direct news from the owners denying these reports and stating they have received as yet no news of this vessel's whereabouts. I also had the Signal Service here wire their station at Cape Race for information, and the reply received late yesterday afternoon was that that point was without any news.—Lloyd's Agent.

Ottawa, Sept. 13.—The Canadian destroyer Saguenay received orders to-day to join in the

Saturday, Aug. 17, 1935, at 11 12 a.m., G.M.T., the Canadian lake vessel Joseph Medill was passed in lat. 57 19 N., long. 26 12 W. The following flag signals were hoisted on the lake vessel: LEB: Have you got order about port of discharge? MIR: Report me to my owner, LVA: Please radiotelegraph at our expense. AKSI: Montreal, Canada.

St. John's, NF., Oct. 25.—What is believed to be the wreckage of the motor vessel JOSEPH MEDILL has been found near St. Anthony, NF. The wreckage consists of a vessel's hatch protruding out of the water.—Reuter.

Montreal, Oct. 25.—The wreckage found on the coast of Newfoundland, consisting of a galton chair and three hatches, does not coincide with the record of the JOSEPH MEDILL, according to officials of the Quebec-Ontario Transportation Company, the owners.—Reuter.

Insurance

On the

Posted

Oct 1935

Oct 1935

Oct 1935



*Altair*, of London, Official No. 129021, Tibart Master  
(British aux. cutter yacht)

10 Tons Gross

Date } 1909

Built }

7 Tons Net

Classification

Azores for England.

Application submitted

6th November, 1935

Member making Application

Mr. E. G. Griggs

63300/35

Owner

Lt. Col. N. M. Tibart, D.S.O., M.C., R.E.

Cargo

Insurance effected at

Navigators &amp; General Ins. Co. Ltd. } on Vessel

} on Cargo

Latest Account

Sailed from Azores on the  
1st August, 1935 for England

Crew 4 including Master, Officers and

Apprentices

Number of days out

Days

From sailing to 6th Nov. 1935.

97

13th Nov. 1935

104

## REMARKS—

Interested as Insurance Broker

Not fitted wireless

## OVERDUE VESSEL

**ALTAIR** (yacht).—London, Aug. 27.—Inquiries have recently been made for news of the auxiliary cutter yacht *Altair* (MC20) owned by Lieut. Col. N. M. Vibart, which left Flores on Aug. 1 for Plymouth, no later news of the yacht having been received.

**ALTAIR** (yacht).—London, Aug. 29.—There was still no news to-night of the 14-ton British cutter *Altair*, which, with Lieutenant-Colonel Noel Meredith Vibart, D.S.O., M.C., and three companions on board, is now ten days overdue in this country. H.M.S. *Dragon*, which left Sheerness on Monday (Aug. 26) for the West Indies, is keeping a special watch for any sign of the *Altair*. (Note.—The *Altair* left Flores on Aug. 1.)

**ALTAIR** (yacht).—London, Sept. 19.—The trawler *Normanby* will leave Fleetwood to-day in search of the yacht *Altair*, which, with Lieutenant-Colonel Noel Meredith Vibart, a Deputy Assistant Quartermaster-General at the War Office, and four companions on board, was last seen a few days out from the Azores early in August. She should have made Plymouth on Aug. 18, but did not arrive. Relatives of the men in the *Altair* have chartered the *Normanby*. She will proceed to the Azores and visit islands where the *Altair*, if disabled, is likely to have been driven. —“The Times.”

**ALTAIR** (yacht).—London, Sept. 19.—The steam trawler *Normanby*, which is to search for the yacht *Altair*, left Fleetwood to-night. The *Normanby* is manned by Fleetwood deep sea fishermen, who will search round the Azores. A gale was blowing when the trawler left. She will be in constant communication with the shore by wireless.

**ALTAIR** (yacht).—London, Oct. 8.—The latest radio messages from the Fleetwood trawler *Normanby*, which sailed last month for the South Atlantic to search for the auxiliary cutter *Altair*, which has been missing since she left the Azores for home on Aug. 1, reveal that no trace of the vessel or her crew has been found. The *Normanby*, which was chartered by relatives of the missing men, is now homeward bound, but will maintain a continuous search for the yacht. She will call at Gibraltar to coal and is due back at Fleetwood on Oct. 16.

**ALTAIR** (yacht).—London, Nov. 1.—Trawler *Normanby*, which was dispatched to search for the auxiliary cutter *Altair*, arrived back at Fleetwood on the evening of Oct. 17 without having found any trace of the vessel. (See issue of Oct. 9.)

## COMMITTEE'S DECISION—

On the Board. - 6th Nov 1935

Posted Missing - 13th Nov 1935



*Malaga* of Grimsby, Official No. 146901, Novo Master  
(British Steam Trawler)

271 Tons Gross

Date } 1917

Built }

123 Tons Net

Classification

Lloyds Register 100 A1

Last Survey April 1935

Fleetwood for Fishing Grounds

Application submitted

REMARKS—

6<sup>th</sup> November, 1935

Member making Application

Mr. B. A. Glanville

Interested as Insurance Broker

Owner

Boston Deep Sea Fishing &amp; Ice Co. Ltd.

Fitted wireless

Cargo

Insurance effected at

Lloyds &amp; companies

on Vessel

on Cargo

Latest Account

Sailed from Fleetwood on the  
8<sup>th</sup> October, 1935 for Fishing Grounds & was  
in communication with steam trawler  
San Sebastian on 17<sup>th</sup> October

Crew 12 including Master, Officers and

Apprentices

Number of days out

Days

From last report to Nov. 6<sup>th</sup> 1935

20

Nov. 20<sup>th</sup> 1935

34

Nov. 27<sup>th</sup> 1935

41

COMMITTEE'S DECISION—

Deferred for 14 days -

Nov 6<sup>th</sup> 1935

On the Board

Nov. 20<sup>th</sup> 1935

Posted Missing

Nov 27<sup>th</sup> 1935

## OVERDUE VESSEL

**MALAGA.**—London, Oct. 26.—Great anxiety is felt for the safety of the trawler Malaga, which left Fleetwood on Oct. 8 for the fishing grounds off the west coast of the Irish Free State. The vessel has now been absent for 18 days, and is nearly a week overdue. She should have been steaming for home when the gale of last week-end sprang up. The trawler was in charge of Skipper Albert Novo, of Fleetwood, and his son was her mate. So far as can be ascertained, the Malaga was last heard of on Oct. 17 when Skipper Fred Slapp, of the trawler San Sebastian, spoke by wireless telephone to Skipper Novo. The latter was then presumed to be steaming for home from Donegal Bay. The Malaga had a crew of twelve Fleetwood deep-sea fishermen.

**MALAGA.**—Ballycastle, Oct. 31.—Report from Banmouth Coastguard: Lifebuoy marked "MALAGA GY 393" washed ashore at Downhill, Lough Foyle. (See issue of Oct. 28.)

**MALAGA.**—London, Nov. 1.—The owners at Fleetwood, of the steam trawler Malaga, forward the following information, received by them from the Coast Preventive Man at Castlerock, Co. Derry, dated Oct. 28: My son found a lifebuoy with the name "Malaga GY 393" on it on Downhill Strand. The lifebuoy was broken in two and someone had hauled it up high and dry. Next day, Monday, I found a lifebelt, no marks, on Magilligan Strand, about 25 miles east of Londonderry. The owners add: The Malaga, although belonging to Fleetwood, is registered at Grimsby—Port No. GY 393.

Londonderry, Oct. 31.—Following advices received this afternoon from Portrush: Coastguard Station at Port Stewart reports that a lifebuoy, marked "Malaga GY 393," was brought to their station by a civilian, having been picked up about the Lower Bann mouth.

**MALAGA.**—London, Nov. 14.—The owners of the trawler Malaga received the following telegram from Mr. George Steen, Moville, dated Oct. 31: Trawler wreckage, hatches and small boat and barrels coming ashore, Malin Head. Shall I proceed to see if it is Malaga. To which the owners replied on Oct. 31: Thanks for telegram. Wreckage ex Malaga already been identified. Not necessary for further identification. In a letter from Moville, dated Nov. 1, Mr. George Steen states: As far as I can judge, the Malaga is lost in the vicinity of Inishowen Head, as there is a wreck coming ashore there.



*Master Michael* of Grimsby. Official No 162880, Christensen Master,  
(British motor fishing vessel)  
33 Tons Gross Date } 1935  
19 Tons Net Buill }  
Classification

Grimsby for North Sea Fishing Grounds

Application submitted

20<sup>th</sup> November, 1935

Member making Application

Mr D. E. W. Gibb  
67208/35

Owners

A. J. Olesen & W. P. Fann

Cargo

Insurance effected at

Lloyds

on Vessel

on Cargo

Latest Account

Sailed from Grimsby on the  
11<sup>th</sup> October 1935 for North Sea  
Fishing Grounds.

Crew 14 including Master, Officers and

Apprentices

Number of days out

Days

From Sailing to Nov. 20<sup>th</sup> 1935

40

Nov. 27<sup>th</sup> 1935

47

REMARKS—

Interested as Broker

Not fitted wireless

MASTER MICHAEL.—London, Nov. 4.  
—An appeal has been broadcast to vessels in the North Sea to look out for the Grimsby motor seine-net fishing vessel Master Michael, with a crew of five, ten days overdue.—"Daily Express."

Leeds, Nov. 4.—  
Concern is being felt for the crew of the Grimsby motor fishing vessel Master Michael, which is a week overdue. She left port on Oct. 11 for a North Sea fishing trip, expected to occupy 12 to 14 days. No news has been heard of her since. Commanded by Skipper Jen Christensen, she carried a crew of four. Skipper Christensen stated that it was his intention to fish off the Danish coast. Heavy weather and strong westerly gales have been experienced there since the vessel sailed. The vessel carried a month's supply of fuel for her oil engine. Mr. Tom Sleight, the manager of the vessel, stated on Saturday (Nov. 2) that they had not given the vessel up for lost. It was possible she had experienced engine trouble and was afloat, but broken down and adrift. All four men on board lived in Grimsby, but until there was more definite news it was not proposed to issue a list of the crew.—"The Yorkshire Post."

Grimsby, Nov. 4.—  
Owner of motor fishing vessel Master Michael confirms Press reports concerning vessel and crew.

MASTER MICHAEL.—London, Nov. 4.  
—No news had been received to-night to dispel the anxiety felt for the safety of the Grimsby motor fishing vessel Master Michael and her crew of four. The vessel has been absent from port almost twice as long as she was expected to be when she sailed on Oct. 11 for a 12-14 days fishing trip. There are also fears for the lives of about 20 Danish fishermen who sailed in a similar type of vessel and often made Grimsby their fishing base. Five of these Danish vessels are considerably overdue and may be drifting helplessly without fuel. The Danish fishery cruiser Islands Falk has been dispatched to the fishing banks where the craft are believed to have been fishing, but so far nothing has been seen of them or the Master Michael. On Saturday (Nov. 2) a radio message was sent out to vessels in the North Sea asking them to look out for the Master Michael, and among the vessels that picked this message up was the steamer Victoria City, the master of which wirelessed to the effect that he saw five black painted fishing buoys floating in the sea near where the missing vessel was last heard of. There is reason to believe that the Master Michael was safe as recently as Oct. 25, for on that day she was spoken to by a Grimsby trawler, the skipper of which mentioned the incident to a friend on his return to port.

MASTER MICHAEL.—London, Nov. 9.—  
The overdue Grimsby motor fishing vessel Master Michael was to-day given up as lost. She carried a crew of four—skipper Jens M. Christensen, H. S. Andreasson, both of Willingham Street, Grimsby; J. Christensen and Carl Christensen, both of Cleethorpes. The Master Michael left Grimsby on Oct. 11.

MASTER MICHAEL.—Grimsby, Nov. 14.  
—The owner of the motor fishing vessel Master Michael has received the following information from the Commander of the Fishery Inspection ship Beskytteren, dated Aarhus, Nov. 10: Our search for the Master Michael from Oct. 28 to Nov. 1 gave no result. The master of the cutter YRSA, which foundered during a storm on Oct. 22, 125 miles E by N of Spurn Head, observed two cutters on the fishing grounds on the same day. The YRSA foundered in a violent wave which rose suddenly. The crew of the YRSA assume that the other two cutters, the names of which are not known, foundered in the same wave. It is probable that they were the Master Michael and the HANSINE, EN 260, which have since been missing.

COM

On the

Posted

Nov. 20<sup>th</sup> 1935

Nov. 27<sup>th</sup> 1935



*Mairo* of Arendal,  
(Norwegian Steamer)

545 Tons Gross

Date 1914

287 Tons Net

Built

Classification Bureau Veritas + 1 3/3 G. Last Survey May 1935

Olsen Master

Peterhead &amp; Lerwick for Königsberg &amp; Danzig

Application submitted

REMARKS—

4<sup>th</sup> December 1935

Subscriber making Application

Mr G. Oxenham

65911/35

Interested as Insurers of cargo

Owner

Skibsaktieselskabet Mairo  
(A. Smith.)

Not fitted wireless

Cargo

Herrings

Insurance effected at

'Polaris' Oslo.

on Vessel

Lloyds

on Cargo

Latest Account

Sailed from Peterhead on the  
6<sup>th</sup> October 1935 for Königsberg & Danzig  
and left Lerwick on the 8<sup>th</sup> October.

Crew 13 including Master, Officers and

Apprentices

Number of days out

Days

From last report to Dec 4<sup>th</sup> 1935

57

Dec 11<sup>th</sup> 1935

64

COMMITTEE'S DECISION—

On the Board

Dec 4<sup>th</sup> 1935

Posted Missing

Dec 11<sup>th</sup> 1935

## OVERDUE VESSELS

**MAIRO.**—Königsberg, Oct. 18.—Norwegian steamer Mairo, which left Lerwick on Oct. 9, bound for Danzig and Königsberg, has not arrived; we have no tidings of her.—Lloyd's Agents.

**MAIRO.**—Oslo, Oct. 19.—It is feared that the Norwegian steamer Mairo, of Arendal, was lost with all hands during the storm in the North Sea last week, according to the "Aftenposten." The vessel left Lerwick on the evening of Oct. 8 for Königsberg, but has not yet arrived there, although the voyage ordinarily takes only four and a half days.—Reuter.

**MAIRO.**—Oslo, Oct. 19.—Steamer Mairo, of Arendal, which left Lerwick for Königsberg, with herring in barrels, is believed to have been lost during stormy weather on Oct. 9 or 10. The body of a seaman was found yesterday at Lovon, NE. of Elgo, at the entrance to Hakefjord. A knife in his pocket was marked "Arendals Margarinfabrik." At the same time a number of herring casks, bearing Scottish marks, drifted ashore. — "Göteborgs Handels och Sjöfarts Tidning."

**MAIRO.**—Gothenburg, Oct. 21.—Some wreckage and empty herring barrels have been found on Marstrand Island, and it is thought that they come from the missing steamer Mairo, of Arendal. The body of a seaman, which was found at Lovon, Hakefjord, on Oct. 18, has been identified as that of the engineer, Konrad Christensen, of the Mairo.— "Göteborgs Handels och Sjöfarts Tidning."

**MAIRO.**—London, Oct. 26.—In reply to inquiry, Lloyd's Agent at Königsberg writes, under date of Oct. 24: No intelligence has been received from the Norwegian steamer Mairo, so that it must be feared that the vessel is lost. (See issue of Oct. 24.)



*Vardulia* of Glasgow, Official No 137835, Master Paterson.  
(British steamer)

5735 Tons Gross

Date } 1917.

Hartlepool for Botwood (N.F.)

3602 Tons Net

Built }  
Classification Lloyd's Register + 100 A1.

Last Survey Dec 1924

Application submitted

REMARKS—

11<sup>th</sup> December, 1935

Member making Application

Mr. L. S. Dickins

70267/35

Owner Messrs Donaldson Bros. Ltd. Glasgow

Cargo Bulk coal & General.

Insurance effected at

Lloyds & Companies } on Vessel

} on Cargo

Latest Account Sailed from Hartlepool on the  
12<sup>th</sup> Oct. 1935 for Botwood (N.F.) and  
sent S.O.S. abandoned in lat. 58 N., long. 18.30 W.,  
on Oct. 19<sup>th</sup> & reported sunk, after  
sending out signals of distress, but  
subsequent search revealed no trace.

Crew 37 including Master, Officers and 1 Apprentices

Number of days out

Days

From last report to Dec. 11<sup>th</sup> 1935 53

Dec. 18<sup>th</sup> 1935 60

New York, Oct. 20.—The Glasgow steamer *Vardulia*, which was abandoned by her crew last night in mid-Atlantic, is reported by the Mackay Radio Station to have sunk.—Reuter.

**VARDULIA**.—London, Oct. 20.—Norwegian motor vessel *Sonnvind* has searched for *Vardulia* from daybreak to dark. No sign of vessel or crew. British steamer *Newfoundland* has logged 107 miles on zig-zag courses in position of *Vardulia*. Nothing sighted.

**VARDULIA**.—London, Oct. 20.—A wireless message received from the Danish motor vessel *Oregon* stated that at 2 a.m. to-day she reached the position which had been indicated by Captain William Patterson, of the steamer *Vardulia*, and that there was no trace of either the vessel or the crew. The *Oregon* cruised around for several hours, and later was joined by other vessels, mostly cargo steamers. Messrs Donaldson Brothers, owners of the *Vardulia*, sent a wireless message to the *Oregon* requesting hourly bulletins, but the only reply received to-night was to the effect that the *Oregon* was still searching at 5 o'clock this afternoon, and that she had covered a very large sector.

The message received by the Donaldson Line from the master of the *Oregon* was: "Your wire received. Arrived *Vardulia*'s position 2 a.m. Have searched sector 130 to 170 degrees from his (*Vardulia*'s) position, and still proceeding east west. Now 45 miles 155 degrees from position. Danish motor vessel *Disko* searching our sector east side."

Valentia Wireless Station, Oct. 20.—Following received from British steamer *Newfoundland* at 7.30 p.m.: 6.30 p.m., G.M.T., have logged 107 miles on zigzag courses in sector 100 to 130 from steamer *Vardulia*'s position; nothing sighted, now altering course to 113 towards destination.

Following received from Norwegian motor vessel *Sonnvind*, timed 7.20 p.m.: Position at 7.15 a.m., G.M.T., lat. 57 40 N., long. 17 50 W., have searched for steamer *Vardulia* from daybreak to dark, no sign of ship or crew, proceeding on our course for Montreal.

London, Oct. 21.—The following message was received last night by "The Daily Telegraph" from the master of the steamer *Manchester Producer*: No trace of the missing crew has so far been found. Seven vessels—the *Sonnvind*, *Oregon*, *Disko*, *Idefjord*, *Newfoundland*, *Blairangus* and *Manchester Producer*—have been searching for any trace of the steamer or her boats, each searching in different sectors all around her last position.

Valentia Wireless Station, Oct. 21.—Following from Danish motor vessel *Oregon* at 10.35 a.m., G.M.T.: Nine a.m., G.M.T., position lat. 56.30 N., long. 19 43 W., abandoned searching for the steamer *Vardulia*'s lifeboats without result.

Copenhagen, Oct. 21.—Danish motor vessel *Disko* reports that she took part with eight other steamers all day yesterday in the search for the missing crew of the *Vardulia*, but without result. The search was continued throughout the night. The *Disko* and the other steamers are now giving up the search, as it is feared that all the crew of the *Vardulia* have been lost.—Reuter.

London, Oct. 21.—A salvage vessel which left Queenstown on Saturday (Oct. 19) to search for the boats containing the crew of the steamer *Vardulia* is expected to arrive at the spot to-day, and she will continue the search.

**VARDULIA**.—London, Oct. 22.—Donaldson Line, Ltd., owners of the steamer *Vardulia*, issued the following statement last night: The search for the lifeboats of the *Vardulia* is being continued in every possible way, and we are still hopeful. Vessels that are or will soon be in the vicinity are the Anchor Line steamer *Transylvania*, bound for New York, which left Belfast on Oct. 20, our own steamer *Letitia*, which also left Belfast on Oct. 20, the steamer *Kastalia*, east bound for the Clyde, from Montreal, and the steamer *Athenia*, also east bound. All ships have instructions to join in the search, and are communicating with each other by wireless.

Valentia Wireless Station, Oct. 22.—Following received from British steamer *Fanad Head*, timed 7.30 p.m., G.M.T., Oct. 21: Since daylight this morning 120 miles E. by N. of *Vardulia*'s last heard of position, have maintained an intensive look-out unfortunately without results.

London, Oct. 22.—The owners of the steamer *Vardulia* received two messages to-day from the steamer *Letitia*, stating that visibility was not good, and that although a vigilant look-out was being kept nothing had been sighted.

**VARDULIA**.—Valentia Wireless Station, Oct. 19.—The following messages have been received:—

From British steamer *Vardulia*: At 6.48 a.m.: Position lat. 58 N., long. 18.30 W., want immediate assistance, have dangerous list.

At 6.55 a.m.: Now abandoning vessel. From German steamer *Pennland*: At 8 a.m., G.M.T., in lat. 49 30 N., long. 18 W., speed 16 knots. Can reach in 32 hours if assistance helpful and still wanted.

From Dutch steamer *Veendam*: Our position at 7.30 a.m., G.M.T., lat. 50 42 N., long. 20 52 W. Am going to steamer *Vardulia* position, my speed 13 knots.

From British steamer *Lord Kelvin*: At 7.40 a.m., G.M.T., *Lord Kelvin* in lat. 49 55 N., long. 19 35 W., proceeding to assistance of steamer *Vardulia*. Speed eight knots. Cannot arrive under two and a half days.

From Dutch steamer *Veendam* at 8.58 a.m.: We can reach *Vardulia* tomorrow afternoon six G.M.T., my course now eleven. Keep us informed about other vessels please.

From British steamer *Manchester Producer* at 9.37 a.m.: 8.51 a.m., G.M.T., lat. 53 58 N., long. 26 32 W., steering for position of *Vardulia*, distance approximately 370. Can arrive position about 2 p.m. to-morrow.

From British steamer *Lord Kelvin*, at 9.45 a.m.: 9.40 a.m., G.M.T.: In view that steamers *Newfoundland*, *Manchester Producer* and *Veendam* are arriving at position considerably before I can, am proceeding on voyage.

From British steamer *Cragpool* at 9.48 a.m.: In lat. 52 55 N., long. 19 W., can reach *Vardulia* position in 36 hours, distance 330 miles; will proceed if no vessel nearer.

From German steamer *Pennland* at 10.49 a.m.: Possible to arrive at *Vardulia* position not before Sunday, 10 p.m. If useful will proceed thereto immediately.

From British steamer *Laconia*, at 11.10 a.m.: Thirty-three hours away from *Vardulia*.

From British steamer *Briarwood* at 9.50 a.m.: At 9.30 a.m., G.M.T., lat. 56 8 N., long. 27 40 W., steering 84 (deg.): Can reach *Vardulia* in 34 hours. Can we be of any assistance?

From steamer *Blairangus*, at 1.20 p.m.: At 11 a.m., G.M.T., lat. 56 20 N., long. 22 32 W., proceeding best speed *Vardulia* position, be there and arrive 8 G.M.T. to-morrow.

From steamer *Manchester Producer* at 11.21 a.m.: Still proceeding to *Vardulia*, our 8.50 a.m. position makes us 29 hours away.

From *Manchester Producer* at 11.50 a.m.: Noon, G.M.T., in lat. 54 12 N., long. 25 46 W., distance from *Vardulia*'s last position 332 miles, proceeding at full speed to assistance of crew, due in 26 hours.

From steamer *Briarwood*, at 1.4 p.m.: At noon G.M.T. position lat. 56 9 N., long. 27 17 W., steering for *Vardulia* position, distant 300 miles; cannot arrive before 8 p.m. to-morrow (Sunday).

From steamer *Newfoundland*, at 2.12 p.m.: At 1.20 p.m., G.M.T., lat. 55 14 N., long. 25 14 W., steering for *Vardulia* position, expect to arrive at 10 a.m., G.M.T., Sunday (Oct. 20).

From Danish motor vessel *Oregon* (OZOO) at 1.23 p.m.: Steering for *Vardulia*, be there about 3 a.m., G.M.T., to-morrow.

From British steamer *Briarwood*, timed 3.35 p.m.: Observing five vessels will arrive *Vardulia* position before me, have resumed course for *Manchester*.

From Dutch steamer *Veendam* at 4 p.m.: Because motor vessel *Oregon* and steamers *Blairangus*, *Newfoundland* and *Manchester Producer* are much earlier, I intend proceeding to Plymouth.

From Dutch steamer *Veendam*, timed 5 p.m., G.M.T.: Heading for Plymouth at 5 p.m., G.M.T.

From Norwegian steamer *Idefjord* at 9.5 p.m., G.M.T.: Weather now improving, expect to reach *Vardulia*'s position at 9 a.m., Sunday (Oct. 20).

New York, Oct. 19.—The Radio Marine Corporation had been advised that the Donaldson Line steamer *Vardulia* was abandoned by her crew at 1.48 a.m., E.S.T. The crew took to the lifeboats 700 miles NW. of the Irish coast.—Exchange Telegraph Company.

London, Oct. 19.—No information as to the fate of the crew of the Glasgow steamer *Vardulia*, which was abandoned about 700 miles off the North Irish Coast, had been received by the owners, late to-night. The owners had received earlier in the day a wireless message from Captain William Paterson, of Glasgow, that he had been forced to abandon the ship. The reason was not stated. The *Vardulia* was bound to Newfoundland with a cargo of coal.



Sheaf Brook

(British Steamer)

2179 Tons Gross

Date 1924

1344 Tons Net

Built

Classification Lloyds Register + 100 A1

Last Survey Feb. 1934

Application submitted

24<sup>th</sup> December 1935

Member making Application

Mr. F. G. Hall

7586525

Owner

The Sheaf Steam Shipping Co Ltd.  
(W. & A. Souler & Co. Ltd. Managers)

Cargo

3065 Tons Coal

Insurance effected at

Lloyds &amp; Companies } on Vessel

} on Cargo

Latest Account

Sailed from Tyne on the  
19<sup>th</sup> Nov. 1935 for Hamburg & sent SOS  
at 9.47 p.m. on 20<sup>th</sup> Nov. when 110 miles  
S.E. of Tyne

Crew 20 including Master, Officers and

Apprentices

Number of days out

Days

From last report to 24<sup>th</sup> Dec. 1935

34

1<sup>st</sup> Jan. 1936

42

Tyne for Hamburg

REMARKS—

**SHEAF BROOK.**—Cullercoats Nov. 20.—Following received from British steamer Sheaf Brook at 9.47 p.m. begins: 110 miles ESE. of Tyne, require assistance, wireless cabin flooded, dangerous list to port, stop. Remainder jammed.

**SHEAF BROOK.**—Cullercoats. Wireless Station, Nov. 20.—Following received from British steamer Sheaf Brook at 9.47 p.m., G.M.T.: S O S 110 miles ESE of Tyne, require assistance, wireless cabin flooded, dangerous list to port, stop. Remainder jammed.

London, Nov. 21.—The following message has been received from the steamer Kassos via

Humber Wireless Station, Nov. 21, 10.50 a.m.: Steamer Kassos delayed, searching for steamer Sheaf Brook, arriving Humber 4 p.m.

London, Nov. 21.—Since she sent out an S. O. S. last night reporting that she was in distress in the North Sea, there has been complete silence from the British steamer Sheaf Brook, bound for Hamburg from the Tyne. The vessel carries a crew of 21 officers and men. At noon to-day the steamer Sheaf Water, sister ship to the Sheaf Brook, reported to her owners that she had arrived at the position indicated by the Sheaf Brook in her last message. The report stated that from 6 a.m., in collaboration with a Greek vessel, she had cruised around the position but had found no trace of the missing steamer. The Sheaf Water reported that three rockets were sighted NNW. of the position given by the Sheaf Brook, and that she had sent out a message: "Have sighted three rockets. If you hear our wireless send up more rockets." The position indicated by the Sheaf Brook is in a much-frequented shipping lane and many vessels have gone to her aid.

Hull, Nov. 21.—Tug Superman has left here to assist steamer Sheaf Brook. "The Daily Telegraph" Correspondent.

Hull, Nov. 21.—Tug Superman radios that she has made exhaustive search in region for steamer Sheaf Brook, reported in distress, so far without success. Continuing search.

London, Nov. 21.—Up to a late hour this afternoon there was still no news of the steamer Sheaf Brook. Messrs. W. A. Souler & Co., the owners, stated that the steamer Sheaf Water was still searching. They had wirelessed to the Sheaf Water asking for any details of the search, and the names of other vessels searching.

An official of the company stated: When the Sheaf Brook sent out the SOS on Wednesday night there was heavy interference, and although the Cullercoats operator tried to keep in touch with her he was unable to do so, and informed us that probably her transmitter had jammed.

Hull, Nov. 21.—Steamer Sheaf Brook: Tug Superman radios: Steamer Sheaf Water reports upturned boat and floating wreckage. All other searching ships proceeding destinations.

Cullercoats Wireless Station, Nov. 21.—Following received from British steamer Sheaf Water at 3.5 p.m., G.M.T.: No sign of steamer Sheaf Brook. Passed small wreckage, also jolly boat bottom up, stove in. Will wait until dark, but consider rather hopeless.

**SHEAF BROOK.**—London, Nov. 21.—Tug Superman is making a further search for the steamer Sheaf Brook. It is feared, in view of the upturned boat and wreckage found, that the Sheaf Brook has been lost.

Captain C. V. Groves, superintendent for the managers of the Sheaf Brook, stated to-night that the last message received from the steamer Sheaf Water was: "Strong wind. No sign of Sheaf Brook. Wreckage sighted." Steamer Blairber co-operating. Captain Groves added that before the Sheaf Brook left the Tyne she was fitted with a new jolly boat on which no name was painted. The Sheaf Water would search the place until all hope had been abandoned.

London, Nov. 22.—The following telegram has been received from the owners of the steamer Sheaf Brook, dated Newcastle-upon-Tyne, Nov. 22: Steamer Sheaf Brook: Regret no news. Steamer Sheaf Water abandoned search.

London, Nov. 22.—The list of the crew of the steamer Sheaf Brook is as follows: Master, C. E. Brown; first mate, M. H. Peterson; second mate, R. Watkins; wireless operator, J. Eden; bosun, T. Wilson; able seamen, J. Thompson, W. Slater, J. Nicolson and L. King; first engineer, W. Medd; second engineer, J. Ryott; third engineer, W. Richardson; donkeyman, Jose Goicoechea; fireman, H. Mountain; A. Kelly, J. Nolly, H. Hayes and G. R. Young; cook, R. Hodgson; steward, A. B. Wharrier.

London, Nov. 22.—Messrs. W. A. Souler, managers of the Sheaf Brook, stated to-night that they had received the following message from the salvage tug Albatross: No sign of Sheaf Brook. Fruitless search. Am continuing until midnight. Other vessels engaged in the search have continued their voyages.

**SHEAF BROOK.**—London, Nov. 23.—Captain C. V. Groves, superintendent for the managers of the steamer Sheaf Brook, stated late last night that as no further message had been received from the tug Albatross since she stated that the search was fruitless, the search was being discontinued at midnight. This announcement means that all hope for the Sheaf Brook has been abandoned and it is feared that all her crew of 20 have been lost.

London, Nov. 23.—After searching for her sister ship the Sheaf Brook, the Newcastle steamer Sheaf Water returned to Seaham Harbour to-night. Captain Coupland, master of the Sheaf Water, stated that when he received the one and only call from the Sheaf Brook he was 63 miles away. He arrived at the position given in the wireless message in about five hours but found no sign of any ship.

**SHEAF BROOK.**—London, Dec. 16.—The owners of the steamer Sheaf Brook write from Newcastle-upon-Tyne, under date of Dec. 14: Steamer Sheaf Brook passed out of Tyne piers at 9.45 p.m. on Nov. 19, bound for Hamburg, laden coal. At 1.35 p.m. on Nov. 20 she reported by wireless strong winds, speed of 5 knots. The next message we received was the distress call, giving her position as 110 miles ESE. of the Tyne on Nov. 20 at 9.47 p.m., and nothing has been heard of her since that date. (See issue of Nov. 25.)



No. 3723.

*Kentbrook*, of London, Official No. 115631, Legge Master.  
(British Steamer)

264 Tons Gross

Date } 1903.

Plymouth for Portsmouth.

104 Tons Net

Built }

Classification

Not Classed

Application submitted

15<sup>th</sup> January, 1936.

Member making Application

Mr. Allick H. Poole.

3064/36.

Interested as Insurance Broker.

Owner

Brook Shipping Co. Ltd.

Not fitted wireless.

Cargo

About 260 tons Stone.

Insurance effected at

Lloyd's &amp; Companies

on Vessel

on Cargo

Latest Account

Sailed from Plymouth on 26<sup>th</sup> Dec. 1935,  
for Portsmouth

Crew 7 including Master, Officers and — Apprentices

Number of days out

Days

From Sailing to 15<sup>th</sup> Jan. 1936.

20.

22<sup>nd</sup> Jan. 1936.

27.

## REMARKS—

**KENTBROOK**.—London, Dec. 31.—In reply to inquiry on behalf of the owners of the steamer Kentbrook, Lloyd's Agent at Plymouth telegraphed at 2 40 p.m., Dec. 31: Kentbrook left Plymouth in night of Dec. 26 for Portsmouth, understand not yet reported arrived. In reply to inquiry Lloyd's Agents at Portsmouth telegraphed at 5 20 p.m. to-day: Steamer Kentbrook not arrived. Last news received here left Plymouth Dec. 26.

Berry Head, Dec. 31.—Steamer Kentbrook has not been observed in Tor Bay.

**KENTBROOK**.—London, Jan. 1.—The owners of the British steamer Kentbrook were still without news to-day of the whereabouts of the vessel, which was due at Portsmouth on Saturday (Dec. 28). The Kentbrook left Plymouth on the night of Dec. 26. She left the outer harbour at Plymouth on the morning of Dec. 27 with a cargo of stone for Portsmouth, it was stated to-day at the offices of the owners. "It should have taken her only 24 hours to reach Portsmouth, and we are naturally rather worried as to where she is. We have absolutely no news of the vessel since she left Plymouth."

**KENTBROOK**.—London, Jan. 3.—Captain Harding, who was master of the steamer Kentbrook until Dec. 7, was sent by the owners to examine the wreckage washed ashore on the Dorset coast, and he telegraphed to the owners at 5 40 p.m. yesterday: No doubt wreckage belongs Kentbrook.

There were seven men on board the Kentbrook. Their names were given as Charles Legge, master, of Guernsey; Thomas Shillito, mate, of Guernsey; P. Heveran, first engineer of Stonehouse; Plymouth; James Glanville, second engineer, of Plymouth; his cousin, John Glanville, of Plymouth; J. Bothwell, of Mutley, Plymouth; and Bernard Goss, of Plymouth, who was signed on in the place of a deckhand, who left the ship earlier. (See "Wreckage Recovered" in issue of Jan. 1.)

## LLOYD'S LIST

1<sup>st</sup> JAN. 1936

## WRECKAGE RECOVERED

Abbotsbury, Dec. 31.—Picked up between Langton Herring and Old Coast-guard Station, Abbotsbury on Dec. 31: A number of hatchway covers, one life-buoy no name on buoy, several movable parts of boats, one box of red signal lights, makers name Joseph Wells, London, a piece of wood marked in pencil on back "notice board mid-dk SS Andes Second Steward."

## LLOYD'S LIST

6<sup>th</sup> JAN. 1936

## WRECKAGE WASHED ASHORE

Abbotsbury, Jan. 3.—The following is the description and numbers in groups of hatchway covers picked up between Abbotsbury and Langton to-day:

No. 1 group: Measurements, 4 ft. 10 in. by 11 in. by 2½ in., apparently new; circular recess round staple grips; in number nine.

No. 2 group: Measurements, 4 ft. 10 in. by 11 in. by 2½ in., older type; square recess round grip; in number two.

No. 3 group: Measurements, 4 ft. 11 in. by 11 in. by 3 in., old type; square recess and half-round hand grip; in number 22.

Also the following articles: Part of door 5 ft. 3 in. by 1 ft. 10 in., painted chocolate, lock missing, apparently scuttle fitted in one end; piece of wood measuring 4 ft. 11 in. by 4 ft. 4 in., grooved and tongued in 4-in. matchwood, painted white on one side and chocolate the other, apparently part of bridge.

No definite marks of identification found.

## LLOYD'S LIST

1<sup>st</sup> JAN. 1936

## GALE IN THE ENGLISH CHANNEL

London, Dec. 30.—The English Channel was swept to-night by a 60-mile-an-hour gale, and seas have broken over the Chesil Beach at Portland. The gale has spread to the south and south-east coasts and shipping is delayed. Many vessels have run to shelter. Gusts of over 65 miles per hour have already been recorded in the storm, which is accompanied by heavy rain squalls. The steamer BLARRITZ, with 62 passengers from Boulogne, reached Folkestone 25 minutes late after a very bad crossing, during which the steamer was often swept from end to end by tremendous seas.—Exchange Telegraph Co.

## COMMITTEE'S DECISION—

On the Board - 15<sup>th</sup> Jan. 1936.Posted Missing - 22<sup>nd</sup> Jan. 1936.



*Pennard Castle*, of Swansea, Official No 143994, Gardiner Master  
(Steam trawler)  
307 Tons Gross Date } 1928.  
116 Tons Net Built }  
Classification *Lloyds Register + 100 A1. Last Survey Oct. 1935.*

Application submitted

5<sup>th</sup> February, 1936

Member making Application

Mr Ernest Blackmore  
7338/36

Owner

Consolidated Fisheries Ltd.

Cargo

Insurance effected at

Lloyds &amp; Companies } on Vessel

} on Cargo

Latest Account

Sailed from Swansea on the  
2<sup>nd</sup> Jan. 1936 for Fishing Grounds Westward  
and was reported by wireless at  
midnight of 4<sup>th</sup> Jan. in lat. 49.40 North

Crew 12 including Master, Officers and

Apprentices

Number of days out

Days

From last report to 5<sup>th</sup> Feb. 1936

32

19<sup>th</sup> Feb. 1936

46

26<sup>th</sup> Feb. 1936

53

## REMARKS—

Interested as Insurance Broker

Fitted wireless

PENNARD CASTLE.—London, Jan. 10.

The British destroyer Thanet, stationed at Queenstown, left port to-night to go to the assistance of a trawler reported to be in distress. The trawler is believed to be 140 miles away.

London, Jan. 11.

There is still no news of the trawler Pennard Castle, of Swansea, to search for which the destroyer Thanet was sent out from Queenstown last night. Considerable uneasiness is felt owing to the absence of news from the trawler since Tuesday (Jan. 7). She carries a crew of twelve.

London, Jan. 12.

The British destroyer Thanet returned to Cork Harbour late last night, after an absence of 26 hours from Queenstown, during which time she searched the Atlantic for a disabled vessel believed to be the Swansea trawler Pennard Castle. The destroyer's captain, Lieutenant-Commander Clithero, today declined to give any information regarding his vessel's quest, which is known to have been a futile one. An official of Consolidated Fisheries, the owners of the trawler, stated on Saturday (Jan. 11): "We are not alarmed. The Pennard Castle is not due back in port until next Tuesday or Wednesday (Jan. 14-15)."

Valentia Wireless Station, Jan. 12.

Following received from British trawler Teweta: Swansea ship resembling Pennard Castle reported fishing lat. 50.40 N., 200 fathoms last Tuesday (Jan. 7), weather moderate then.

PENNARD CASTLE.—Queenstown, Jan. 13.

H.M.S. Thanet, which left Queenstown on the night of Jan. 10, reported to search for steam trawler Pennard Castle off the Irish Coast, returned about midnight Jan. 11 without success.

PENNARD CASTLE.—London, Jan. 13.

Anxious relatives waited in vain on the dockside at Swansea to-night in the hope that the trawler Pennard Castle, believed to be the disabled vessel for which the British destroyer Thanet searched for 26 hours in the Atlantic during the week-end, would return on the night tide. But the owners, Consolidated Fisheries, Ltd., of Swansea, refuse to give up hope. "We are not particularly anxious as the vessel was only due at Swansea to-night. The weather has been bad and her wireless may easily have been put out of order," said an official. Hopes of her safety are, however, dwindling among some of the people concerned, who point out that if she is on her way to port she would now be in the track of steamers fitted with wireless and they would be certain to notify. The Pennard Castle is provisioned for 18 days, and although she was due in port to-night, the exact 14 days of her voyage would not be up until next Thursday.

## COMMITTEE'S DECISION—

Deferred for 14 days - Feb. 5<sup>th</sup> 1936On the Board - Feb. 19<sup>th</sup> 1936Posted Missing - Feb. 26<sup>th</sup> 1936

London, Jan. 14.—Trawler Pennard Castle was about twelve hours overdue at Swansea early to-day. Although no wireless messages have been received from the vessel, it is pointed out by the owners that her wireless may have been disabled and the bad weather may have driven her from the path of other shipping. "We are getting a bit more anxious" an official of the owning company said to-day. "We have had no further news of her, and we do not know exactly from what position she may be coming. If she is coming from the west it is quite possible that she would not be sighted by other shipping."

PENNARD CASTLE.—London, Jan. 14.—There was still no news to-night of the trawler Pennard Castle. The trawlers Oystermouth Castle, Dynevor Castle and the Walwyns Castle came into dock, but none of them had seen or heard of the Pennard Castle.

PENNARD CASTLE.—London, Jan. 16.

In reply to inquiry, Lloyd's Agents at Swansea write under date of Jan. 15: Consolidated Fisheries, Ltd., the owners of the steam trawler Pennard Castle, state that they are not in a position to give any information concerning the vessel's whereabouts. The owners state that they heard from the Pennard Castle on Saturday, Jan. 4, at midnight. Since then they have heard nothing direct from the vessel or the control ship about her. The trawler Thomas Booth, of Milford, reports seeing a vessel on Tuesday, Jan. 7, resembling the Pennard Castle, at a position approximately lat. 50.40 N., long. 11 W., but the owners have had no confirmation since.

In explanation of the foregoing we would advise that one of the trawlers is made a control ship, and all the rest of the fleet send their messages to her. These messages are then sent daily by radio to the Swansea office. All their vessels carry wireless and have an operator on board. It is owing to the absence of the daily radio message that the owners fear something may have happened to the trawler as a result of the recent gales experienced.

PENNARD CASTLE.—London, Feb. 7.

In reply to inquiry, Lloyd's Agents at Swansea write under date of Feb. 5: The trawler Pennard Castle left Swansea on Jan. 2 for the westward fishing grounds. No further news has been received by the owners. (See issue of Jan. 17.)



*Nellie Fleming* of Cork, Official No 83510, Duggan Master  
(British Schooner)

119 Tons Gross

Date } 1882

Built }

Net Tons Net

Classification *Not classed*

Lydney (Glos.) for Youghal

Last Survey April 1901

Application submitted

REMARKS—

18<sup>th</sup> March, 1936.

Member

making Application

Mr. S. Ridgers

1653836

Interested as Underwriter on hull.

Owner

Martin J. Fleming

Not fitted wireless

Cargo

186 Tons coal

NELLIE FLEMING (s.v.).—London, Mar. 6.—In reply to inquiry with reference to the schooner Nellie Fleming, which left Lydney on Feb. 8 for Youghal, Lloyd's Agents at Queenstown write, under date of Mar. 5: We have made very close inquiries all round this coast, but regret to advise that there is no news of this vessel since leaving Lydney.

Insurance effected at

Lloyd's

on Vessel

on Cargo

NELLIE FLEMING (s.v.). — Youghal, Feb. 20.—Anxiety is felt here regarding the three-masted schooner Nellie Fleming, owners Messrs. Fleming, of Youghal. She left Lydney on Saturday, Feb. 8, with a cargo of coal for home and nothing has been heard of or from her since. The crew of five are all from Youghal.

NELLIE FLEMING (s.v.). — London, Feb. 26.—All hope has been abandoned of the safety of the missing schooner Nellie Fleming, of Youghal, Co. Cork, which left Lydney for Youghal on Feb. 8 and was caught in the recent gale. She carried a crew of five.—"The Times."

Latest Account

Sailed from Lydney (Glos.)  
on the 8<sup>th</sup> February, 1936, for Youghal.

Crew

5

including Master, Officers and

Apprentices

Number of days out

Days

From sailing to 18<sup>th</sup> March, 1936. 39.

25<sup>th</sup> March, 1936 46.

COMMITTEE'S DECISION—

On the Board - 18<sup>th</sup> Mar. 1936

Posted Missing - 25<sup>th</sup> Mar. 1936



*General Gough* of St. John's (N.F.), Official No. 142976, Walsh Master.  
(British Schooner)

227 Tons Gross

Date 7 1926

198 Tons Net

Built

Classification Not classed

Lisbon for Grand Bank (N.F.)

Application submitted

25<sup>th</sup> March, 1936

Member making Application

Mr. P. F. Senior

1876/36

Owner

P. L. Carr &amp; others

Cargo

225 Tons Salt.

Insurance effected at

Lloyds &amp; Companies

on Vessel

Lloyds &amp; Companies

on Cargo

Latest Account

Sailed from Lisbon on the  
27<sup>th</sup> Nov. 1935 for Grand Bank (N.F.)

Crew

including Master, Officers and

Apprentices

Number of days out

From Sailing to 25<sup>th</sup> March 1936

Days

119

8<sup>th</sup> April, 1936

133

22<sup>nd</sup> April, 1936

147

REMARKS—

Interested as Broker on hull  
& cargo.

Not fitted wireless

GENERAL GOUGH (s.v.).—London, Feb. 13.—In reply to inquiry, Lloyd's Agent at St. John's, N.F., cables to-day: British schooner General Gough: Owners advise not reported since sailing from Lisbon on Nov. 27.

COMMITTEE'S DECISION—

Deferred for 14 days. 25<sup>th</sup> Mar. 1936

On the Board

8<sup>th</sup> Apr. 1936

Posted Missing

22<sup>nd</sup> Apr. 1936



*Paringa**(Chinese steamer)**1359 Tons Gross**Date 7 1908**766 Tons Net**Built 5**Classification Not classed.**Application submitted**Macinnes Master.**Melbourne for Hongkong via Japan*

## REMARKS—

*13<sup>th</sup> May, 1936.**Member**making Application**M<sup>r</sup> B. A. Glanvill.**29852/36.**Owner**Fan Hong Sang.**Cargo**Nil.**Insurance effected at**Lloyd's & Companies**on Vessel**on Cargo**Latest Account**Sailed from Melbourne on the 23<sup>rd</sup> Dec. 1935 for Hongkong via Japan & was reported in wireless communication with S.S. Hauraki at 6 p.m. on 26<sup>th</sup> Dec. 1935.**Crew 32**including Master, Officers and — Apprentices**Number of days out**Days**From last report to 13<sup>th</sup> May 1936. 139.**20<sup>th</sup> May, 1936. 146.**Fitted wireless.*

**PARINGA.**—Melbourne, Dec. 28.—The tanker VINCAS with crew of four Chinese, while being towed by Chinese steamer Paringa, five British officers and 26 Chinese, apparently broke adrift, and is now lying at anchor near Lakes entrance. Whereabouts of Paringa unknown.

Melbourne, Dec. 28.—The steamer Paringa disappeared completely on Christmas night. She was towing an old oil tanker, the VINCAS, to Japan, and when off the entrance to Gippsland Lakes met a heavy storm. The tow-line parted and nothing more was seen of the Paringa.—British United Press.

Melbourne, Dec. 28.—Concern is felt regarding the fate of the steamer Paringa with three British officers and a crew of 26 Chinese on board. The Paringa left Western Port, Victoria, on Monday (Dec. 23) towing the tanker VINCAS for breaking up in Japan, but the vessels encountered fierce storms and 14 in. of rain, and were obliged to separate. The VINCAS drifted ashore and succeeded in anchoring safely off the coast of Victoria, but there is no sign of the Paringa, and the absence of any wireless message is causing anxiety. When eventually a launch was able to reach the VINCAS, the quarter-master said that the tow-rope had been cast off on Christmas Eve in very heavy seas. He had no idea of the whereabouts of the Paringa, which was last seen steaming south. He had expected her to make for Jervis Bay, but no news of her is reported from there or from any of the lighthouses along the coast. On Boxing Day (Dec. 26) the British motor vessel Hauraki spoke to the Paringa, which did not mention that she had lost her tow. The British officers of the Paringa are Captain A. Macinnes, Chief Officer S. C. Southam, and Chief Engineer J. G. M. Yuill. The VINCAS is manned by a crew of four Chinese. The vessel is owned by the Kon Sing Company, of Canton.—Reuter.

Melbourne, Dec. 29.—The crew of the VINCAS state that vessel was cast off during heavy weather at 11 p.m. on Dec. 24. Steamer Paringa reported to have been in communication with motor vessel Hauraki by wireless at 6 p.m. on Dec. 26, no news since.

**PARINGA.**—Melbourne, Dec. 31.—Mr. R. G. Menzies, the Australian Attorney-General, has ordered a search by sea and air to be made for the steamer Paringa, which has been missing since Christmas Eve. The Paringa left Western Port, Victoria, a week ago, with three British officers and a crew of 26 Chinese, towing the tanker VINCAS, for breaking up in Japan, and encountered fierce storms. Experts consider that the steamer must have gone down so swiftly that she was unable to send distress signals.—Reuter.

**PARINGA.**—Melbourne, Jan. 2.—Steamer VINCAS lies in 72 ft. of water, only one anchor, exposed position about three miles west Lakes entrance, about one mile off shore. It is feared she will be driven ashore and will be a total wreck as change in the weather likely. Crew landed. Only course appears towage to Sydney, N.S.W., if harbour authorities there permit. Steering gear not working so contractors may insist upon two tugs. No steam on board so may be necessary to slip anchor also cable used in towing. Steamer Paringa: Search by air and sea has failed to find any trace; apparently foundered with all hands.—Lloyd's Agents per Salvage Association.

**PARINGA.**—Melbourne, Jan. 7.—A hatch washed up at Lakes Entrance, on the coast of Victoria, has been identified as belonging to the steamer Paringa, which has been missing since Dec. 26 with a crew of three British officers and 26 Chinese.—Reuter.

**PARINGA.**—Melbourne, Jan. 8.—Portions of wreckage of the steamer Paringa have been found at the entrance to the Gippsland Lakes. Search is continuing.—British United Press.

London, Jan. 8.—One of the hatches of the steamer Paringa, which disappeared in a storm at the end of December while towing an oil hulk from Australia to Japan, has been found off Wilson's Promontory, Victoria.—The Times.

**PARINGA.**—Melbourne, Jan. 9.—A possible clue to the mystery of the steamer Paringa, which disappeared two weeks ago while towing an oil-tanker to Japan for breaking up, is a statement that fire broke out in her bunkers before she sailed. It is suggested that an explosion may have sunk the vessel with all hands, which would account for her failure to send out any signals of distress before her disappearance.—Reuter.

**PARINGA.**—Melbourne, Jan. 24.—A lifeboat of the steamer Paringa, which disappeared during a cyclone with three British officers and a crew of 26 Chinese on board, was to-day washed up at Torquay on the coast of Victoria.—Reuter.

**PARINGA.**—London, Apr. 4.—In reply to inquiry with reference to the steamer Paringa, which left Western Port, Victoria, on Dec. 23 for Japan, Lloyd's Agents at Hongkong write under date of Mar. 6: We have no further news of this vessel except that which has been reported in the daily press to the effect that no trace of her has been found since she left Western Port, Victoria. (See issues of Dec. 30, Jan. 9 and 25.)

**PARINGA.**—Melbourne, Feb. 29.—Advised from Toora, dated Feb. 28, in the local Press, state: A boat's oar, bearing the name "Paringa," was found by a fisherman yesterday on Five Mile Beach, on the eastern side of Wilson's Promontory. The name is about 4 ft. from the end of the blade and appears to have been cut with a pocket-knife. (See issue of Apr. 6.)

*On the Board**Posted Missing**20<sup>th</sup> May, 1936.*



*Partanna*, of St. Johns, N.F., Official No. 150968, Anstey Master.

(British schooner)

Tons Gross 171

Date

Built

1924

Tons Net 109

Classification

Not classed.

St. Pierre for Fishing grounds, N.F.

Application submitted

29<sup>th</sup> June, 1936.

Member making Application

Mr. P. J. Senior

38817/36.

Owner

Grand Bank Fisheries, Ltd.

Cargo

Nil.

Insurance effected at

Western Marine Insee. Co. Ltd., of  
Grand Bank, N.F.

on Vessel

Prospective Success.  
Lloyd's & Companies.

on Cargo

Latest Account

Sailed from St. Pierre on the  
17<sup>th</sup> March, 1936, for fishing grounds,  
Newfoundland.

Crew

24 including Master, Officers and — Apprentices

Number of days out

Days

From Sailing to 18<sup>th</sup> July, 1936.

106

" " " 8<sup>th</sup> July, 1936.

113.

REMARKS—

Interested as broker on  
prospective success.

Not fitted wireless.

WRECKAGE RECOVERED

London, May 7.—Wreckage found near Trepassey, N.F., comprising smashed dories, a boom, and fishing gear, with identification marks, is accepted as evidence that the schooner PARTANNA, with her master, Captain Charles Anetey, and a crew of 25, has been lost.—"The Times."

PARTANNA (s.v.).—St. John's, N.F., Apr. 28.—Fears are entertained for the British fishing schooner Partanna, unreported since she left Grand Bank for the Western Banks during the second week of March.—"The Journal of Commerce," New York.

London, May 7.—Wreckage found near Trepassey, N.F., comprising smashed dories, a boom, and fishing gear, with identification marks, is accepted as evidence that the schooner Partanna, with her master, Captain Charles Anetey, and a crew of 25, has been lost.—"The Times."

PARTANNA (s.v.).—North Sydney, N.S., Apr. 26.—Fears are being held here and along the Newfoundland coast for the safety of the schooner Partanna, missing for the past six weeks. The Partanna was in command of Captain Charles Anetey, and carries a crew of 25. Sailing from Grand Bank, N.F., on a salt fishing trip, she should have reported back within four weeks. The missing vessel was last sighted by the schooner Mary Ruth in the latter part of March, and, at that time, was apparently in no difficulty. It has been reported that wreckage has been found along the Newfoundland coast, indicating a sea tragedy of recent date, but identity has not been definitely established.—"The Halifax Chronicle."

PARTANNA (s.v.).—St. John's, N.F., May 2.—Loss of the schooner Partanna, of Grand Bank, N.F., master Charles Anstey, with a crew of 25 men, is now generally admitted. It is believed that the vessel was either run down or has foundered in the heavy weather of last week. When last reported the vessel was fishing on the very dangerous Sable Island Banks. The Partanna left her home port about Mar. 1, called at St. Pierre, Miq., on Mar. 17, and a day or two later was spoken off the Sable Island Banks. Since then no word has been received.—"The Newfoundland Trade Review."

St. John's, N.F., May 2.—A badly damaged dory marked "Partanna" was picked up near Portugal Cove yesterday. The dory contained five oars and a pair of woollen mitts marked "J.O." The bottom part of another dory was also picked up in the same locality.—"The Newfoundland Trade Review."

COMMITTEE'S DECISION—

On the Board — 1<sup>st</sup> July, 1936.

Posted Missing — 8<sup>th</sup> July, 1936.



*Julia A. Anderson, of Channel, N.F. Off. No. 151617.*  
*(British schooner)* *Chaisson Master.*

Tons Gross — Date } 1924  
 Buil }  
 Tons Net 49 Classification *Not classed*

*Harbor Breton, N.F., for Port aux Basques, N.F.*

Application submitted

*8<sup>th</sup> July, 1936.*

Member making Application

*Mr. W. G. Henderson*  
*334-33/36.*

Owner

*A. Chaisson*

Cargo

*250 hogheads salt.*

Insurance effected at

*Lloyd's & St. John's N.F.* } on Vessel

on Cargo

Latest Account

*Sailed from Harbor Breton, N.F., on the*  
*6<sup>th</sup> April, 1936, for Port aux Basques, N.F.*

Crew 5 including Master, Officers and — Apprentices

Number of days out

Days

*From Sailing to 8<sup>th</sup> July, 1936.*

*93.*

*15<sup>th</sup> July, 1936.*

*100.*

REMARKS—

*Interested as broker.*

*Not fitted wireless*

St. John's, N.F., Apr. 17. — Wreckage that might have been that of the missing Newfoundland schooner *JULIA A. ANDERSON*, unreported since Apr. 6, was sighted 36 miles west of St. Pierre, the schooner *Alice* and *Adelaide* reported on her arrival here to-day. Two spars 50 ft. in length and two fish crates marked "J.E." were seen floating close to the French colony. Belief was expressed here the initials referred to a shipper or consignee rather than to a vessel. — "New York Herald Tribune."

*JULIA A. ANDERSON* (s.v.). — North Sydney, N.S., Apr. 14. — The coastal schooner *Julia A. Anderson*, which sailed from Harbor Breton for Port aux Basques, N.F., on Apr. 6, is reported long overdue and anxiety is felt for the safety of the vessel. The *Julia A. Anderson* for the past several years has engaged in the freight-carrying trade between here and points along the Newfoundland coast. Mariners have been asked to keep a look-out for the vessel, in command of Alex. Chaisson, of this town. — "The Halifax Chronicle."

*JULIA A. ANDERSON* (s.v.). — St. John's, N.F., Apr. 20. — Wreckage sighted off the south coast to-day indicated the loss of the schooner *Julia A. Anderson* with five men on board. The schooner has been missing since a gale on Apr. 8. — "New York Herald Tribune." (See issue of Apr. 29.)

*JULIA A. ANDERSON* (aux.). — North Sydney, N.S., Apr. 19. — Wreckage sighted 33 miles west of St. Pierre on Friday (Apr. 17) is believed to be that of the North Sydney schooner *Julia A. Anderson*, missing since Apr. 6. The *Julia A. Anderson* sailed from Harbor Breton 12 days ago for Port aux Basques, according to John Chaisson, of the steamer *Kyle*, brother of the master of the missing craft. Another vessel which left port a short time before the *Julia A. Anderson* was overhauled by the *Julia A. Anderson* six miles out to sea, it was learned. Later Captain Chaisson experienced engine trouble and on Wednesday evening the *Julia A. Anderson* again overtook the other vessel. A short time later a north-east snowstorm struck the coast and both craft wallowed in mountainous seas and lost sight of each other. Nothing had been heard of the *Julia A. Anderson* since then, until a message was received here on Friday night stating that wreckage was found off St. Pierre. John Chaisson, on the arrival of the steamer *Kyle* here on Saturday, stated that he was of the opinion the vessel foundered when struck by the north-easter on Wednesday night. — "The Halifax Chronicle."

*JULIA A. ANDERSON* (s.v.). — St. John's, N.F., Apr. 18. — Search by H.M. Customs cutter for the missing Ramea schooner *Julia A. Anderson* has been unavailing. — "The Newfoundland Trade Review."

*JULIA A. ANDERSON* (s.v.). — St. John's, N.F., Apr. 28. — Reports reached here yesterday that wreckage of the British fishing schooner *Julia A. Anderson* had been washed ashore at Port-aux-Basques; her master and crew of three were missing. — "The Journal of Commerce," New York.

*JULIA A. ANDERSON* (s.v.). — St. John's, N.F., May 2. — R. Collins, of Placentia, N.F., notified the Government this week that the schooner *Alice* and *Adelaide* had arrived at that port on Thursday (Apr. 30), and that Captain Roberts, of the schooner, had reported sighting two spars about 50 ft. long at a point 36 miles west of St. Pierre, Miq. The schooner also picked up two fish crates marked "J.E." at a point 15 miles west of St. Pierre, Miq. Immediately on receipt of this message the department telegraphed Messrs. E. Pike, Ltd., of Channel, N.F., quoting the message. It was thought that perhaps the marks on the fish crates might have been "J.A." instead of "J.E." and if so they might belong to the missing schooner *Julia A. Anderson*, which has not been sighted since Apr. 6. The master of the *Julia A. Anderson* is Captain Chaisson, of Port aux Basques, and the vessel has been coasting out of the premises of Messrs. E. Pike, Ltd. — "The Newfoundland Trade Review."

*JULIA A. ANDERSON* (s.v.). — St. John's, N.F., May 4. — Schooner *Julia A. Anderson* was last sighted on Apr. 9 with sails torn and apparently in difficulties following a storm that struck her as she was making a coastal voyage from Breton Harbour for Port-aux-Basques. A piece of board, wreckage of a dory and a shuttle door, all carrying the name of the *Julia A. Anderson*, have been washed up on the Newfoundland coast near Burgeo. — "The Halifax Chronicle." (See issue of May 18.)

*JULIA A. ANDERSON* (s.v.). — London, July 3. — In reply to inquiry, Lloyd's Agents at St. John's, N.F., forward the following information from the Newfoundland Customs, Port Aux Basques, dated June 15: Schooner *Julia A. Anderson* sailed from this port on Mar. 28 with a cargo of salt bulk, cod, fish for Harbor Breton, with a crew of five men. Understand following wreckage picked up: Board with "A. Anderson" picked up at Burgeo, presume from schooner *Julia A. Anderson*; Part of dory picked up at Rose Blanche and identified by the builder to be part of the dory belonging to the *Julia A. Anderson*; Cabin scuttle picked up Rose Blanche identified by a man who had painted a star on it, and by another man who had been a sailor on the vessel for two years. Other pieces have been picked up between Burgeo and Rose Blanche. It is generally understood that the vessel was lost on Apr. 8, while on a voyage from Harbor Breton to Port Aux Basques with part cargo of salt.

COMMITTEE'S

*On the Board*

*Posted Missing*

*15<sup>th</sup> July, 1936.*



# Don Carlos, of Valparaiso. Theodor Master.

(Chilean steamer) Lota for Tocopilla.

2017 Tons Gross

Date

1905 (under special survey)

1114 Tons Net

Built

Classification

Not classed

Application submitted

REMARKS—

11<sup>th</sup> August, 1936.

Member

making Application

Mr. Victor P. Lohr.

5/11/36.

Interested as broker.

Owner

Cia. Carbonifera e Industrial de Lota

Fitted wireless

Cargo

2224 tons coal + 208 tons fireclay goods.

Insurance effected at

Lloyd's &amp; London Companies.

on Vessel

on Cargo

Latest Account

Sailed from Lota on the 18<sup>th</sup> July, 1936, for Tocopilla & reported by radio on the 20<sup>th</sup> July in Lat. 32° 45' S., Long. 72° 16' W., in a heavy gale.

Crew 37 including Master, Officers and No Apprentices

Number of days out

Days

From Sailing to 9<sup>th</sup> Sept., 1936.

53

" " 16<sup>th</sup> Sept., 1936.

60

COMMITTEE'S DECISION—

On the Board — 9<sup>th</sup> September, 1936.Posted Missing — 16<sup>th</sup> September, 1936.

**DON CARLOS.**—Valparaiso, July 21.—Naval authorities have abandoned hope of finding the Chilean steamer Don Carlos, which is feared to be lost with a crew of 52 on board. The destroyer Riquelme and other vessels made a fruitless search for the collier.—British United Press.

**DON CARLOS.**—Valparaiso, July 22.—Steamer Don Carlos: Navy vessel sent in search returned with no news. Owners of vessel presume she altered her course and vessel proceeding on voyage to Tocopilla, expected to arrive to-morrow.—Lloyd's Agent per Salvage Association.

Valparaiso, July 24.—Collier Don Carlos: Several vessels searching have reported found nothing. If to-morrow no news vessel considered lost.—Lloyd's Agent per Salvage Association.

Valparaiso, July 25.—Steamer Don Carlos: No news. Consider ship and crew lost.—Lloyd's Agent per Salvage Association.

London, July 28.—The following cable has been received from the owners of the steamer Don Carlos, dated Valparaiso, July 27, 4 10 p.m.: Lloyd's Agent here has been advised total loss. Master's latest report 50 miles off Valparaiso in a heavy gale, cargo thrown overboard, water tank(s) pumped out. Crew 37, no apprentice. Cargo of coal 2224, fire clay goods 208. Telefunken wireless.

**DON CARLOS.**—London, Sept. 8.—In reply to inquiry asking if any news had been received of the Chilean steamer Don Carlos, Lloyd's Agents at Valparaiso cable under date of Sept. 7: Don Carlos totally lost at sea. All on board lost.



*Wagrien, of Hamburg.*  
(German steamer)

*Curt Rahm Master.*  
*Leningrad for Gdynia.*

932 Tons Gross

Date } 1871

Built }

563 Tons Net

Classification *British Corporation Reg. B. I. (Last Survey August, 1935)*

Application submitted

REMARKS—

*14<sup>th</sup> August, 1936.*

Member making Application

*Mr. G. C. Scarman*

*47/54 /36.*

*Interested as broker.*

Owner

*Robert Bornhofen, Hamburg.*

*Fitted wireless (receiver only).*

Cargo

*Scrap Iron .46.*

Insurance effected at

*Verein Hamburger Asskuradeur* } on Vessel

*Lloyd's*

} on Cargo

Latest Account

*Sailed from Leningrad for Gdynia*  
*on 14<sup>th</sup> July, 1936.*

Crew *14* including Master, Officers and *3* Apprentices

Number of days out

Days

*From Sailing to 21<sup>st</sup> Oct. 1936.*

*99*

*28<sup>th</sup> Oct. 1936*

*106*

COMMITTEE'S DECISION—

*On the Board - 21<sup>st</sup> October, 1936.*

*Posted Missing - 28<sup>th</sup> October, 1936.*

WAGRIEN.—Danzig, July 21.—German steamer Wagrien, which left Leningrad for Gdynia on July 14, has not yet arrived at her destination.

Bremen, July 21.—According to Tallinn newspaper reports, wreckage and lifebelts belonging to the German steamer Wagrien have washed ashore on the west coast of Estonia. The owners state that the vessel has been overdue since July 18.—“Bremer Nachrichten.”

Rotterdam, July 21.—Wreckage, of boats belonging to the German steamer Wagrien has been found near the Island of Wiliand, in the Baltic, and it is feared that the steamer has been lost during a gale.—“Nieuwe Rotterdamsche Courant.”

WAGRIEN.—Tallinn, July 23.—Steamer Wagrien: Two lifebuoys marked “Wagrien,” and some wreckage consisting of parts of hatches and lifeboat(s) washed ashore at Filsand, Osel Island, July 19.

Danzig, July 23.—German steamer Wagrien, cargo scrap iron, has not yet arrived at Gdynia. Wreckage has washed ashore in Estonia bearing indications of having come from Wagrien. Fear totally lost at sea and all on board supposed lost during a gale last week.—Lloyd's Agent.

WAGRIEN.—London, July 31.—The owner of the German steamer Wagrien writes from Hamburg, under date of July 24: Up to the present no definite news has reached here regarding the whereabouts of the steamer Wagrien, so that it must now be taken for certain that vessel and crew are totally lost. The Wagrien left Leningrad at 4 a.m. on July 14 for Gdynia with a full cargo of scrap iron (pressed turnings in bales), and has not arrived there. On July 20 news was received, from the German Embassy at Tallinn to the effect that some wreckage, such as two lifebuoys marked “Wagrien” and other wooden ships' parts, had been found on the west coast of Osel Island, and I fear that the vessel has been a victim of the heavy gale which prevailed in the Baltic last week.



*Morris Ville*, of St. John's, N.F., Off. No. 159709.  
(British schooner).

Tons Gross

Date

Built

Classification

Tons Net 39.6

1935.  
Not classed.

Burt Master.  
Bonne Bay, N.F. for Little Bras d'Or, N.S.

Application submitted

24<sup>th</sup> November, 1936.

Member making Application

Mr. A. D. R. Goulder.  
68326/36.

Owner

Hygeia Steamship Co., Ltd.

Cargo

Nil.

Insurance effected at

Lloyd's &amp; Companies

on Vessel

on Cargo

Latest Account

Sailed from Bonne Bay, N.F.  
on the 10<sup>th</sup> October, 1936 for  
Little Bras d'Or, N.S.

Crew

4 including Master, Officers and — Apprentices

Number of days out

Days

From Sailing to 2<sup>nd</sup> Dec. 1936.

53.

"

"

16<sup>th</sup>

"

"

67.

"

"

23<sup>rd</sup>

"

"

74

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.

REMARKS—

Interested as broker.

Not fitted wireless.

**MORRIS VILLE** (s.v.).—North Sydney, N.S., Oct. 26.—Schooner Morris Ville, which left Bonne Bay, N.F., on Oct. 9 for North Sydney, in ballast, is believed to have foundered in the heavy gales which whipped the Newfoundland and Nova Scotia shores last week. The Morris Ville was skippered by Captain Thomas Burt, North Sydney. The crew numbered four.—"The Halifax Chronicle."

**MORRIS VILLE** (s.v.).—London, Nov. 27.—In reply to inquiry asking for news of the schooner Morris Ville, which left Bonne Bay, N.F., on Oct. 9 for North Sydney, N.S., Lloyd's Agent at St. John's, N.F., cabled yesterday: Communicated with owner of schooner Morris Ville, who states that it is reported to him that vessel was seen bottom up off Bonne Bay, date not given.

**MORRIS VILLE** (s.v.).—London, Nov. 28.—In reply to inquiry asking for news of the schooner Morris Ville, which left Bonne Bay on Oct. 9 for North Sydney, N.S., Lloyd's Agent at Halifax cabled yesterday: Schooner Morris Ville: Can find no further news here: making further inquiries.

**MORRIS VILLE** (s.v.).—London, Nov. 30.—In reply to inquiry asking for news of the schooner Morris Ville, which left Bonne Bay on Oct. 9 for North Sydney, N.S., Lloyd's Agent at Halifax cabled to-day: Schooner Morris Ville: No news since leaving Bonne Bay.

COMMITTEE'S DECISION—

Deferred for 14 days.

On the Board — 16<sup>th</sup> Dec. 1936.Posted Missing — 23<sup>rd</sup> Dec. 1936.



# Dignitas, of Genoa.

(Italian Steamer).

Tons Gross 5376 Date 1918

Built

Tons Net 3046 Classification

Not classed.

Guido Guidi Master.  
Bizerta for Ymuiden.

Application submitted

23<sup>rd</sup> December, 1936.

Member

making Application

Mr. Henry J. F. Dumas

71645/1.

Interested as broker.

Owner

Nova Genuensis Soc. Anon.

Fitted wireless

Cargo

Iron ore

Insurance effected at

—

on Vessel

Lloyd's.

on Cargo

Latest Account

Sailed from Bizerta on the  
29<sup>th</sup> October, 1936, for Ymuiden and  
passed Ushant on the 8<sup>th</sup> November,  
1936.

Crew 38

including Master, Officers and — Apprentices

Number of days out

Days

From last account to 23<sup>rd</sup> Dec. 1936. 45.30<sup>th</sup> 52

COMMITTEE'S DECISION—

On the Board - 23<sup>rd</sup> Dec. 1936.Posted Missing - 30<sup>th</sup> Dec. 1936.

**DIGNITAS.**—Ymuiden, Nov. 17.—Thirty-eight men, the crew of the Italian steamer Dignitas, are feared to have perished with the vessel during the recent storms while on a voyage from Bizerta to Ymuiden. The Dignitas, loaded with ore, passed Gibraltar on Nov. 3 and was due here on Tuesday last (Nov. 10).—Reuter.

London, Nov. 17.—In reply to inquiry, the owners of the Italian steamer Dignitas cabled from Genoa to-day: Dignitas passed Ushant Nov. 8 at 8 a.m.

**DIGNITAS.**—London, Nov. 19.—A lifebuoy marked "DIGNITAS GENOVA" was washed up at Marine Drive, Rottingdean, a few days ago.

**DIGNITAS.**—Newhaven, Nov. 26.—The lifebuoy marked "Dignitas, Genova" was picked up at 9 a.m. on Nov. 16, 100 yards west of Rottingdean at half flood tide.



*Beacon Star* of Lowestoft. Off. No. 132942.  
(Steam trawler) Hambly Master.

99 Tons Gross

Date } 1911.

Lowestoft for Padstow fishing grounds.

44 Tons Net

Built }  
Classification *Not classed.*

Application submitted

REMARKS—

10<sup>th</sup> March, 1937.

Member making Application

Mr. A. A. Joseph

16267/37.

Interested as Broker.

Owner

Star Drift Fishing Co., Ltd.

Fitted wireless.

Cargo

Nil.

Insurance effected at

Lloyd's

on Vessel

on Cargo

Latest Account

Sailed from Lowestoft on the 17<sup>th</sup> February, 1937, for Padstow fishing grounds and was spoken on the 18<sup>th</sup> February, in the vicinity of Eddystone Lighthouse.

Crew 9 including Master, Officers and Apprentices

Number of days out

Days

From last report to 10<sup>th</sup> March, 1937.

20.

Deferred for 7 days.

" " " 17<sup>th</sup> " "

27.

On the Board - 17<sup>th</sup> March, 1937." " " 24<sup>th</sup> " "

34.

Posted Missing - 24<sup>th</sup> March, 1937.

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871 and is used with Lloyd's consent.

BEACON STAR.—London, Feb. 26.—Fears are entertained for the safety of the Lowestoft trawler Beacon Star and her crew of nine men, who left Lowestoft 10 days ago for Padstow, from which port she was to take part in a westwards fishing voyage. She set off in company with two other trawlers which, in consequence of bad weather, put in at Newlyn, Cornwall, two days later. Nothing has been seen or heard of the Beacon Star and Fisheries Protection vessels have been ordered to make a search for her.—Exchange Telegraph Company.

London, Feb. 27.—Fears for the safety of the Lowestoft trawler Beacon Star were increased today. Her owners, the Star Drift Fishing Company, of Lowestoft, are still without news. She has a wireless transmitting set, but no messages have been received from her recently. It is believed that the apparatus may have been damaged by the rough weather. The vessel should have reached Padstow last Saturday (Feb. 20). She was last seen near the Eddystone Lighthouse.

London, Feb. 27.—The Admiralty has offered to send out a sea-plane to join in the search for the missing Lowestoft trawler Beacon Star. Inquiries on the French coast as well as at British ports on the south and west coasts have been made without success. The Beacon Star carried a crew of nine.—Exchange Telegraph Company.

London, Mar. 1.—Hope has now been abandoned for the safety of the Lowestoft steam trawler Beacon Star and her crew of nine who have been missing since Feb. 18. The vessel left Lowestoft on Feb. 17 for Padstow, Cornwall, and disappeared on the second night out when off the Eddystone Lighthouse. The ill-fated crew are Skipper Harold Hambly, Mate William Louis Shillings, Third Hand G. Sakherton, Second Engineer Harold Ernest Chaston, Deckhand Henry Alexander, Deckhand L. Bray and Trimmer William Flowers, all of Lowestoft, First Engineer Henry Wigg, of Frostenden, Suffolk, and Cook Clifford Edward Read, of Kessingland, Suffolk.

London, Mar. 3.—In reply to inquiry, Lloyd's Agents at Lowestoft write under date of Mar. 2: The Lowestoft trawler Beacon Star left Lowestoft for Padstow on Feb. 17. She was spoken to the following day about 8 p.m. in the vicinity of Eddystone Lighthouse.



*Stancrest* (ex *Sheldrake*), of London. Off. No. 130060.  
(British steamer)

462 Tons Gross

Date

Built

195 Tons Net

Classification

1920 under special survey. London for Bridgwater.  
Lloyd's Register + 100 A.1. Last survey 1934. (Boilers 1937)

Application submitted

REMARKS—

24<sup>th</sup> March, 1937.

Member

making Application

Mr. F. V. Enthoven.

1893/37.

Interested as Broker.

Owner

Stanhope Steamship Co., Ltd.

Not fitted wireless

Cargo

540 tons cement.

Insurance effected at

Lloyd's & Companies

on Vessel

on Cargo

Latest Account

Sailed from London on the 27<sup>th</sup> February, 1937, for Bridgwater and signalled Lloyd's Signal Station, St. Catherine's Pt. I.O.W. on 28<sup>th</sup> February.

Crew

9

including Master, Officers and

Apprentices

Number of days out

Days

From last report to 24<sup>th</sup> March, 1937.

24.

On the Board -

24<sup>th</sup> March, 1937.

"

31<sup>st</sup>

31.

Posted Missing

31<sup>st</sup> March, 1937

STANCREST.—London, Mar. 6. — In reply to inquiry with reference to the steamer Stancrest, which left London on Feb. 27 for Bridgwater, and which passed St. Catherine's Point on Feb. 28, Lloyd's Agent at Bridgwater telegraphed to-day: No news of Stancrest at Bridgwater.

—London, Mar. 10.—The owners of the steamer Stancrest are still without news of the vessel since she passed St. Catherine's Point on Feb. 28. A search of the Channel was carried out by aeroplane on Monday and Tuesday (Mar. 8 and 9) without result.

STANCREST.—London, Mar. 11. — The Press Association states: It is feared that the steamer Stancrest has been lost with all hands. The master, J. T. Jones, and four of his crew, J. Bucklewaite, V. Jones, J. Davies and D. Rees, all come from Aberayron, Wales. The first engineer, J. Oliphant, is of Aberdeen, and the second engineer, J. Howard, is from Blyth. The two firemen are coloured men, J. Said and J. Faleb, of London. Shipping and coastguard stations have made a wide search for the Stancrest, and this week an aeroplane was commissioned at Croydon by her owners. The pilot was instructed to make a search of the Channel and seashore in the hope of finding some trace of the vessel, but for two days, during which he covered 1000 miles, the pilot searched in vain. No wreckage has been reported.

STANCREST.—London, Mar. 25.—It is understood that the boat washed ashore four miles E. of West Bay has been identified definitely as being a boat from the steamer Stancrest. (See "Lifeboat Washed Ashore" under "Weather and Navigation" in issues of Mar. 22 & 24.)



*Calgadoc* (ex *Thomas J. Drummond*), of *Fort William, Ont.*  
(Steamer) *Le May* Master. *Off. No. 126863.*

2201 Tons Gross

Date } 1910

1664 Tons Net

Built }  
Classification *Not classed.**Sydney C.B. for Wabana N.F.*

Application submitted

REMARKS—

15<sup>th</sup> December, 1937.

Member making Application

*Mr. L. S. Dickins*80666/37. *l'lee.*  
72893/37.*Interested as Broker.*

Owner

*Paterson Steamships, Ltd.**Not fitted wireless.*

Cargo

*Coal*

Insurance effected at

*London*

} on Vessel

*Not known*

} on Cargo

Latest Account

*Sailed from Sydney C.B.  
on the 30<sup>th</sup> October, 1937 for  
Wabana, N.F.*

Crew 18 including Master, Officers and — Apprentices

Number of days out

Days

*From Sailing to 15<sup>th</sup> Dec. 1937.*

46.

22<sup>nd</sup>

53.

COMMITTEE'S DECISION—

*On the Board - 15<sup>th</sup> December, 1937**Posted Missing - 22<sup>nd</sup> December, 1937*

**CALGADOC.**—London, Nov. 9.—The following cable has been received from Chicago, dated Nov. 8: British steamer *Calgadoc*: Regret report overdue seven days on voyage Sydney, N.S., to Wabana, with coal.

—Cleveland, Ohio, Nov. 9.—Steamer *Calgadoc*, Sydney, N.S., to Wabana, Newfoundland, unofficially reported seven days overdue.—Salvage Association's Surveyor.

**CALGADOC.**—Harbour Grace, N.F., Nov. 5.—Fears were expressed to-day for safety of the steamer *Calgadoc*, unreported up to noon, on a voyage from Sydney, N.S., to Bell Island. The *Calgadoc* left Sydney on Oct. 30. Since then a heavy south-west gale has swept over Cabot Strait and shore residents said the seas were very high. The distance between Sydney and Bell Island is approximately 300 miles. — "New York Herald Tribune."

—Sydney, N.S., Nov. 13.—Hope has been abandoned by the

owners, the Paterson Co., of Fort William, for the British steamer *Calgadoc*, which left Sydney on Oct. 31 for Wabana with a cargo of coal, and has not been reported since.—"The Journal of Commerce," New York.

**CALGADOC.**—London, Nov. 29.—The owners of the steamer *Calgadoc* write from Fort William, Ontario, under date of Nov. 12, that the *Calgadoc* left Sydney, N.S., at about 9 30 a.m. on Oct. 30 for Newfoundland with coal. They have had no word from the vessel since she sailed, and have very grave fears that she has foundered. They are informed that very severe gales swept the strait in the night of Oct. 30.



*Haida* (ex *Burgeo Star*).  
(British Steamer).

3789 Tons Gross

Date } 1909

2368 Tons Net

Built

Classification Not classed.

Application submitted

12<sup>th</sup> January, 1938.

Member making Application

Mr. W. A. Sedgwick Bough

5003  
38

Owner

G. E. Marden

Cargo

Sulphur

Insurance effected at

Lloyd's and Companies

on Vessel

Not known

on Cargo

Latest Account

Sailed from Seattle for  
Hongkong on the 24<sup>th</sup> October, 1937.

Crew 27 including Master, Officers and — Apprentices

Number of days out

From Sailing to 13<sup>th</sup> Apr., 1938

Days  
171.

From Sailing to 12<sup>th</sup> Jan., 1938.

80.

"	"	19 <sup>th</sup>	"	"	87.
"	"	26 <sup>th</sup>	"	"	94
"	"	2 <sup>nd</sup> Feb.	"	"	101
"	"	9 <sup>th</sup>	"	"	108.
"	"	16 <sup>th</sup>	"	"	115
"	"	2 <sup>nd</sup> Mar	"	"	129
"	"	16 <sup>th</sup>	"	"	143
"	"	30 <sup>th</sup>	"	"	157.

Novik Master.  
Seattle for Hongkong.

# REMARKS—

Interested as Broker

Fitted wireless

HAIDA. — San Francisco, Nov. 30. — British steamer Haida, which left Seattle Oct. 24 for Hongkong and was scheduled to reach Kahului, Hawaii, on Nov. 7, is still unreported. Before leaving on her voyage, the steamer had a complete set of radio equipment installed at Seattle. Coastguard headquarters at Honolulu have notified all steamship lines having vessels plying in or near the route taken by the Haida to keep a sharp look out for either the vessel or evidences of what may have happened to her. Adding to the unusual circumstances which surround the Haida is the failure of the vessel to reply to various radio broadcasts. — "Daily Commercial News."

London, Dec. 15. — In reply to inquiry asking for any news of the steamer Haida, reported to be overdue, Lloyd's Agent at Shanghai cables Dec. 15: Haida: Owners state no news after departure Seattle, schedule call at Honolulu for bunkers not made. Temporary British certificate of registry only departure Seattle. Keeping in touch Hongkong.

HAIDA. — London, Dec. 16. — The following message has been received from New York, dated Dec. 16: Steamer Haida: Estimated best performance due Honolulu about Nov. 8. From Nov. 18 onwards requested information coastguards Honolulu, San Francisco and all ships triangle Vancouver, San Francisco, Honolulu. Vessels call letters reported heard constantly between 26th and 4th. Message picked up on 2nd: "Have you any messages for us." British Naval Authorities requested assist Nov. 19. Consensus opinion vessel proceeded economical speed Hongkong direct, estimated arrive between Dec. 16 and Dec. 16 and refuses disclose position account unjustified fear Japanese Navy. Cargo owners informed me Dec. 9: "Haida due Hongkong to-morrow, steamer agents refuse discharge unless freight paid advance." To-day they report vessel not arrived. Shanghai reported Dec. 13: "No news."

HAIDA. — Shanghai, Dec. 16. — Steamer Haida, which left Seattle for Hongkong on Oct. 24, was due to call at Honolulu for bunkers, but no news has yet been received of this call having been made. The vessel had a cargo of sulphur. The owners in Shanghai stated, that the vessel obtained a temporary certificate of British registry only, in Seattle. In these circumstances it is thought that the possibility of the vessel having been seized by the Japanese naval authorities cannot be entirely overlooked. — Lloyd's Agent. (See issues of Dec. 15 and 17.)

HAIDA. — London, Jan. 18. — The New York office of the owners of the steamer Haida has received the following telegram from their agent at Seattle: Newspaper reports Vancouver Islands lighthouse keeper reported to British Columbia Government finding lifebuoy marked "Haida, Shanghai." (Note: — Haida left Seattle on Oct. 24 for Hongkong.)

HAIDA. — London, Jan. 19. — In reply to inquiry asking for confirmation of the report that a lifebuoy belonging to the steamer Haida had been picked up at Vancouver Island, Lloyd's Agent, Vancouver, cables to-day: Transport Department confirms report lighthouse Carmanah picked up two oars and one lifebuoy marked "Haida." (See issue of Jan. 19.)

London, Jan. 20. — The following cable has been received from New York this morning: Steamer Haida: Recent reports indicate lifebuoy, oars and cabin door floated ashore on Vancouver Island.

HAIDA. — Victoria, B.C., Jan. 19. — A cabin door, with part of a Union Jack painted on the outside and another oar marked "Haida," were picked up by a telegraph lineman of Olo-oose, about two and a half miles east of the West Coast Point, during the week. — "The Daily Colonist." (See issue of Jan. 21.)

HAIDA. — London, Feb. 7. — The following cable was received from the owner at Shanghai of the British steamer Haida, dated morning, Feb. 7: Haida: Jan. 18, United Press reports: oar, cabin door found Juan de Fuca. (See issue of Feb. 7.)

HAIDA. — London, Mar. 5. — The following cable, dated to-day, has been received in reply to a request, asking Lloyd's Agent at Shanghai to inquire of British naval authorities, if they had obtained any information with reference to steamer Haida, which left Seattle on Oct. 24, for Hongkong: Naval authorities state no information beyond earlier reports current in United States of wreckage found afloat. They consider vessel total loss. (See issue of Feb. 8.)

CC.  
Pos.

Def.

On  
Ren

ON—

13<sup>th</sup> Apr., 1938.

12<sup>th</sup> Jan., 1938.

19<sup>th</sup> "

26<sup>th</sup> Jan., 1938.

2<sup>nd</sup> Feb. 1938

9<sup>th</sup> "

16<sup>th</sup> "

2<sup>nd</sup> Mar.

16<sup>th</sup> "

30<sup>th</sup> "



*A. Hubley.*  
(auxiliary schooner)

of St. John's, N.F.

Off. No. 130596.

Seaward Master.

Catalina N.F. for Groais Id. N.F.

69 Tons Gross

Date } 1912.

67 Tons Net

Built }  
Classification *Not classed.*

Application submitted

REMARKS—

19<sup>th</sup> January, 1938.

Member

making Application

Mr. H. M. May.

5222/38

Interested as broker.

Owner

Edward Seaward.

Not fitted wireless

Cargo

In ballast

Insurance effected at

Lloyd's

on Vessel

on Cargo

Latest Account

Sailed from Catalina N.F. for Groais Id. N.F. on the 18<sup>th</sup> November, 1937, and was sighted off Cape Bonavista N.F. on the same day.

Crew 4 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 19<sup>th</sup> Jan. 1938

62.

26<sup>th</sup>

69.

COMMITTEE'S DECISION—

On the Board — 19<sup>th</sup> Jan. 1938

Posted Missing — 26<sup>th</sup> Jan. 1938.

A. HUBLEY (aux.).—St. John's, N.F., Nov. 30.—Anxiety is felt for the safety of the auxiliary schooner A. Hubley, which left Catalina on Nov. 18 for the Groais Islands, N.F., at which place she has not yet arrived. Due to the vessel being light, in ballast, it is thought that she must have been driven out to sea by heavy gales which sweep the north-eastern part of the coast each autumn. It is understood that the steamer Sagona, belonging to the Newfoundland Railway, will make a 24-hour search. The A. Hubley is an auxiliary schooner of 67 tons net, and is owned by Edward Seaward, of New Perlican, Trinity Bay, N.F.

St. John's, N.F., Dec. 4.—Hope for safety of schooner A. Hubley, which left Catalina a fortnight ago for the north and was reported passing Cape Bonavista, has now been abandoned following an all day search by the steamer Sagona this week. The schooner carried four men.—"The Newfoundland Trade Review."

A. HUBLEY (aux.).—St. John's, N.F., Dec. 11.—The revenue cutter Marvita, which left Bay of Islands on Friday last (Dec. 3) to search for the missing schooner A. Hubley, which was last sighted off Cape Bonavista on Nov. 18 proceeding north, gave up the search yesterday and came to port. The cutter covered from Cape Bauld to Cape Fogo in a zig-zag course extending 30 miles seaward. From Cape Fogo the cutter cruised from 60 to 70 miles off till in the latitude of Cape Race, when the search was abandoned. The weather was very stormy during the trip, but for two days there was very good visibility.—"The Evening Telegram."

A. HUBLEY (aux.).—London, Jan. 20.—In reply to inquiry asking for news of the British auxiliary schooner A. Hubley, which is reported to have sailed from Catalina, N.F., on Nov. 18 for Groais Island, N.F., and was sighted off Cape Bonavista, N.F., on the same day, Lloyd's Agent at St. John's, N.F., cabled Jan. 20: British auxiliary schooner A. Hubley: Have no later information.



*Glanrhyd*, of London.  
(British steamer)

1525 Tons Gross

Date } 1924.

Built

820 Tons Net

Classification +100 A.I. at Lloyd's. Last survey May, 1937.

Application submitted

2<sup>nd</sup> February, 1938.

Member making Application

Mr. J. D. Stobart.

7768/38.

Owner

Harries Bros. &amp; Co., Ltd.

Cargo

Coal.

Insurance effected at

London

on Vessel

Cardiff.

on Cargo

Latest Account Sailed from Newport, Mon.  
for Irlam, Manchester Ship Canal  
on the 14<sup>th</sup> January, 1938.

Crew 17 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 2<sup>nd</sup> Feb. 1938.

19

9<sup>th</sup>

26.

Off. No. 147638.

Seawert Master.

Newport, Mon. for Irlam, Manchester Ship Canal.

## REMARKS—

GLANRHYD.—Porth Eynon, Jan. 16.—  
Damaged ship's lifeboat marked  
"Glanrhyd" washed ashore this  
morning a quarter of a mile east of old  
lifeboat house, Porth Eynon.

— Porth Eynon, Jan. 16.  
— Damaged ship's lifeboat marked  
"Glanrhyd" washed ashore p.m. to-day  
near Little Tor, Oxwich Bay. (Note.—  
Steamer Glanrhyd left Newport on  
Jan. 14 for Irlam.)

London, Jan. 17.—  
In reply to inquiry asking for news of  
the steamer Glanrhyd which was due  
at Irlam yesterday, Lloyd's Agents  
at Manchester telegraph to-day: No  
news Glanrhyd.

London, Jan. 17.— In  
the absence of any news it is feared that  
the 17 members of the crew of the  
steamer Glanrhyd have perished. Two  
bodies and two small boats were washed  
up at Rhosilly, on the Gower coast,  
to-day, and though it is believed they  
are members of the crew, they may be  
men washed overboard from another  
ship during the gale off the  
Pembrokeshire coast. An official of  
Messrs. Harries & Co., of Swansea, stated  
to-day that officials of the company  
have left to try to identify either the  
boats or the bodies.

London, Jan. 17.—  
One of the bodies was identified this  
afternoon as that of Captain N. F.  
Seawert, of South Shields, master of the  
steamer Glanrhyd.

London, Jan. 17.—  
Steamer Glanrhyd: In addition to  
the master, those on board were:  
Mate, S. J. Thomas; second mate,  
N. E. Anderson; steward, E. Askew;  
mess steward, G. Parkinson; sea-  
man C. Greenfield; seaman W. Cundy;  
seaman J. Moran; seaman J.  
Duggan; seaman C. Madsen; chief  
engineer, H. C. Richards; second engi-  
neer, J. Duncan; donkeyman, J. Kane;  
firemen: D. Thomas, C. Dixon, J.  
Madreanias and A. Antelo.

London, Jan. 18.—  
Further wreckage of the steamer Glan-  
rhyd has been washed up on the Gower  
coast, leaving no doubt that the vessel  
has been lost with her 17 hands. No  
more bodies have yet been washed  
ashore. A representative of the owners  
is again visiting the Rhosilly district to-  
day, and he may now be able to identify  
the body that was washed up yesterday  
along with that of Captain Seawert, the  
master of the vessel.

Cardiff, Jan. 19.— In-  
formation received at Swansea on Tues-  
day night (Jan. 18) indicated that the  
second body washed up on the Gower  
coast on Monday is that of C. Green-  
field, of Revesley Street, South Shields,  
an able seaman on the coasting steamer  
Glanrhyd, which is feared to have found-  
ered in the Bristol Channel in the  
week-end gale. Identity cannot fully be  
established until this morning.—  
"Western Mail."

GLANRHYD.—London, Jan. 21.—In  
reply to inquiry, H.M. Coastguard at  
Rhosilly writes, under date of Jan. 20:  
There has been no wreckage identified  
as from the steamer Glanrhyd washed  
ashore at Rhosilly. Two bodies were  
picked up on Rhosilly Sands on Jan. 17.  
At the inquest held at Llangennith  
parish hall on Jan. 18, one was not  
identified, the other was that of the  
master of the Glanrhyd. I have been

informed by the police that the first  
body mentioned was that of one of the  
seamen of the Glanrhyd. Wreckage and  
parts of two boats of the Glanrhyd were  
washed up at Oxwich and between  
Oxwich and Porth Eynon.

London, Jan. 25.—An  
inquest was held to-day on the body  
of J. Kane, donkeyman, of the Swansea  
steamer Glanrhyd, which was washed  
ashore on the Gower coast. A body  
washed up at Pembrey, Carmarthen-  
shire, is believed to be that of John  
Duncan, second engineer of the Glan-  
rhyd.

GLANRHYD.—London, Jan. 26.—In  
reply to inquiry, H.M. Coastguard at Ox-  
wich writes under date of Jan. 27:  
Wreckage, since found to belong to the  
steamer Glanrhyd, of Swansea, came  
ashore in Oxwich Bay on the same tide  
and date as the two lifeboats previously  
reported. The wreckage consists of the  
following: 15 hatch covers, single type,  
piece of foremast 12 ft. by 12 in., piece  
of mainmast 12 ft. by 12 in., two mast  
trunks, several pieces of deck planking,  
small boards, two doors belonging to  
upperworks, one piece of stiffener from  
hold of vessel consisting of 10 deal  
planks 10 ft. by 6 in. bolted to angle  
iron 11 ft. by 9 in. with 10-ft. iron  
ladder attached. Numerous small pieces  
of wreckage have since been washed in,  
including the remains of the ship's small  
boats. Not one of the single hatches  
was broken or damaged. The 15 hatch  
covers came into Pwll du Bay on  
Jan. 17. (See issue of Jan. 22.)

GLANRHYD.—London, Jan. 30.—A body  
washed up to-day at Rhosilly, on the  
Gower Coast, was identified as that of a  
member of the crew of the Swansea  
steamer Glanrhyd.

## DECISION—

2<sup>nd</sup> Feb. 19389<sup>th</sup> Feb. 1938



*Lochshira*, of Glasgow.  
(British steamer)

Off. No. 129564.

Creighton Master.

Carnlough, Co. Antrim, for Irvine.

159 Tons Gross

Date } 1911.

Built }

62 Tons Net

Classification *Not classed*

Application submitted

REMARKS—

*2<sup>nd</sup> February, 1938.*

Member

making Application

*Mr. W. P. W. Hollana.*

*7083/38.*

*Interested as broker.*

Owner

*Argyll Steamship Co., Ltd.*

*Not fitted wireless*

Cargo

*Limestone*

Insurance effected at

*Lloyd's*

} *on Vessel*

*Lloyd's*

} *on Cargo*

Latest Account

*Sailed from Carnlough,  
Co. Antrim for Irvine, Firth of  
Clyde on the 12<sup>th</sup> January, 1938.*

Crew *5* including Master, Officers and — Apprentices

Number of days out

Days

*From sailing to 2<sup>nd</sup> Feb., 1938.*

*21.*

*" " 9<sup>th</sup> " "*

*28.*

COMMITTEE'S DECISION—

*On the Board — 2<sup>nd</sup> Feb. 1938*

*Posted Missing — 9<sup>th</sup> Feb. 1938.*

**LOCHSHIRA.**—London, Jan. 17.—The following message has been received from the owners' representatives at Glasgow of the British steamer *Lochshira*, this morning: Steamer *Lochshira* sailed from Carnlough at 5 p.m. on Jan. 12 for Irvine, normally nine hours' voyage, and has not been heard of since then. Inquiries have been made at all possible sheltering places en route. A small boat has been washed ashore at Troon and the owners are sending to inspect in case it belongs to *Lochshira*.

Troon, Jan. 17.—An ordinary ship's boat with a dead man in it was washed ashore here yesterday. There was no name on the boat but on the blade of an oar was the inscription "Tvdvil"; beyond that there was no hint of the ownership of the vessel to which the boat belonged.—Lloyd's Agent.

London, Jan. 17.—The dead man in a ship's lifeboat found on the Troon coast has been identified as D. Martin, of Glenarm, County Antrim, chief engineer on board the steamer *Lochshira*, which left Carnlough late on Wednesday night (Jan. 12), loaded with limestone, for Irvine. There were four other members of the crew: D. Creighton, master, Joymount, Carrickfergus, Northern Ireland; N. Anderson, mate; N. Black, fireman, Glenarm, Northern Ireland; and R. Boyd, seaman. It is presumed that the entire crew of the *Lochshira* are lost as nothing has been heard of her since she left Carnlough. An official of the Argyll Steamship Company stated to-day that anxiety had been felt for two or three days as to the fate of the ship. A representative of the company travelled to Troon to-day and identified the lifeboat as having belonged to the *Lochshira*. He was also able to establish the identity of the engineer Martin. It is impossible to say when the *Lochshira* foundered.

**LOCHSHIRA.**—Troon, Jan. 18.—The man whose body was washed ashore here on Sunday last (Jan. 16) in a ship's lifeboat has been identified as being a member of the crew of steamer *Lochshira*, of Glasgow, which left Carnlough for Irvine on Wednesday of last week, but which has not been reported up to date.

**LOCHSHIRA.**—Ayr, Jan. 22.—A lifebuoy belonging to the steamer *Lochshira* has been washed ashore at Croy, about 10 miles south of Ayr. (See issues of Jan. 18 and 19.)



No. 3741.

**Gordon Richards**, of Milford Haven. Off. No. 137774.  
 (British steam trawler)  
 217 Tons Gross Date } 1907  
 49 Tons Net Built }  
 Classification Lloyd's Register + 100 A1. Last survey June, 1936.  
 Johnson Master.  
 Milford Haven for Fishing grounds.

Application submitted

REMARKS—

16<sup>th</sup> February, 1938.

Subscriber making Application

Mr. F. Goslin.

11529/38.

Interested as broker.

Owner

Westward Trawlers, Ltd.

Fitted wireless.

Cargo

Nil

**GORDON RICHARDS.**—London, Jan. 24.  
 —In reply to inquiry asking for news of the trawler Gordon Richards, reported overdue, the owners telegraph from Milford Haven to-day: Regret nothing to report of Gordon Richards. Last report sailed from Milford Haven on afternoon of Jan. 12.

**GORDON RICHARDS.**—London, Jan. 25.  
 —With reference to the report published in issue of Jan. 25, concerning the trawler Gordon Richards, the owners write from Milford Haven, under date of Jan. 24, as follows: This vessel was last heard when one of our other vessels, the steam trawler Slebech, was speaking to her on the wireless at 5 p.m. on Jan. 14. Since this time and date, nothing has been heard of her. We have been seeking information about her since Monday last, Jan. 17, which was after the recent severe storm, but up to the time of writing we cannot obtain any news.

**GORDON RICHARDS.**—London, Jan. 27.  
 —In reply to inquiry, the owners of the trawler Gordon Richards write from Milford Haven under date of Jan. 26: The position of the Gordon Richards was not given to the trawler Slebech which they were last in communication at 5 p.m. on Jan. 14. The skipper of the Slebech informed us that the Gordon Richards was in close proximity to him and he, the skipper of the Slebech, would say the position of the Gordon Richards at that time would be approximately 20-25 miles from the Fastnet Rock bearing north by west. (See issue of Jan. 26.)

**GORDON RICHARDS.**—London, Jan. 28.  
 —The owners of the steam trawler Gordon Richards write, under date of Jan. 26: We regret to have to inform you that the Gordon Richards has now been out at sea 15 days and anxiety is being caused regarding her safety. This vessel was last seen and heard on Friday, Jan. 14, the day previous to the severe storm on Saturday, Jan. 15. All vessels fishing and steaming in the locality where this vessel was last known to be have kept a look-out for her, but up to the time of writing no news has been received.

—London, Jan. 28.—  
 Hope was abandoned to-day by the owners of the Milford Haven trawler Gordon Richards, for the safe return of the vessel, missing with her crew of ten since Jan. 14, when she was last seen running before the hurricane on the Atlantic fishing grounds. Mr. E. E. Carter, manager for Westward Trawlers, Ltd., the owners, stated to-day: For the first time we have given up all hope and the relatives have been informed.

CO ON the

**GORDON RICHARDS.**—Berehaven, Feb. 12.—Report of a ship's boat, stern number M 317, having been picked up at Carnsore Point, County Wexford. Trawler Gordon Richards was M 217. Does not appear to be any M 317 sailing out of Milford.—Lloyd's Agent. (See issue of Jan. 29.)

Posted

16<sup>th</sup> Feb. 193823<sup>rd</sup> Feb. 1938

Insurance effected at

Lloyd's &amp; Companies

on Vessel

on Cargo

Latest Account Sailed from Milford Haven for Fishing grounds on the 12<sup>th</sup> January, 1938 and was spoken by steam trawler Slebech at 5 pm. 14<sup>th</sup> January, 1938, off Fastnet Rock.

Crew 10 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 16<sup>th</sup> Feb. 1938.

33.

23<sup>rd</sup>

46



*Rumore*, of Glasgow.  
(British steamer)

325 Tons Gross

Date } 1921

123 Tons Net

Built }

Classification

Lloyd's Register + 100 A1. Last survey March, 1937.

Application submitted

16<sup>th</sup> February, 1938.

Member

making Application

Mr. W. P. W. Holland 11538/38

Owner

Point Steamship Co., Ltd.

Cargo

Nil.

Insurance effected at

Lloyd's

on Vessel

on Cargo

Latest Account

Sailed from Waterford for  
Barry on the 27<sup>th</sup> January, 1938  
and left Passage at 11 p.m. on the  
28<sup>th</sup> January, 1938.

Crew

7

including Master, Officers and — Apprentices

Number of days out

Days

From last report to 16<sup>th</sup> Feb. 1938.

19.

23<sup>rd</sup>

26.

Off. No. 145447.  
Heggen Master.  
Waterford for Barry.

REMARKS—

Interested as broken.

Not fitted wireless.

**RUMORE.**—London, Feb. 3.—The representative at Glasgow of the owners of the steamer *Rumore* advises: Steamer *Rumore* left Waterford for Barry in ballast at 7 p.m., Jan. 27, and has not been heard of since. Inquiries have been made in likely sheltering places.

**RUMORE.**—London, Feb. 4.—The Glasgow-owned steamer *Rumore* has been missing since last Friday (Jan. 28) and it is feared that she has foundered with her crew of seven. She was last seen in the Irish Channel when on a voyage from Waterford to Barry, in ballast. She left Waterford Harbour on Thursday of last week. Hope is entertained however, that the *Rumore* may still be sheltering in some remote part of the coast.—Exchange Telegraph Company.

London, Feb. 4.—In reply to inquiry, the owners of the steamer *Rumore* telegraph from Glasgow to-day: Regret no news *Rumore*. Harbourmaster, Waterford, telegraphs: Sailed from Passage Jan. 28, 11 p.m. Not sighted since.

COMMITTEE'S DECISION—

On the Board — 16<sup>th</sup> Feb., 1938.Posted Missing — 23<sup>rd</sup> Feb., 1938.



*Tavris, of Piræus.*  
(Greek steamer)

619 Tons Gross

305 Tons Net

Date 1904  
Built

Classification

*under special survey Alexandroupolis for Piræus.*  
*Lloyd's Register + 100 A1. Last survey May, 1937.*

Application submitted

23<sup>rd</sup>. March, 1938.

Member

making Application

Mr. H. S. G. Stanton.

21652/38.

Interested as broker.

Owner

Synodinas Brothers.

Not fitted wireless.

Cargo

Wheat.

Insurance effected at

Lloyd's & Companies.

on Vessel

do.

on Cargo

Latest Account *Sailed from Alexandroupolis for Piræus on the 25<sup>th</sup> November, 1937.*

**TAVRIS.**—London, Dec. 4.—The owners' agents of the steamer Tavris received on Dec. 3 the following cable from the owners: Tavris left Dedegatch (Alexandroupolis) on Nov. 25 for Piræus with full cargo of wheat, since then have no news.

Piræus, Dec. 4. — Greek steamer Tavris, not fitted with wireless, is reported to have sailed from Dedegatch (Alexandroupolis) on Nov. 25, loaded with 740 tons wheat for Patras, and is very much overdue. Grave fears are entertained for her safety, whereabouts unknown. The Government at request of the owners sent seaplane in search. Steamer Danapris, belonging to same owners, in way of Piræus, searching. It is reported that hull is insured for £6000 and cargo for £10,500.

**TAVRIS.**—London, Dec. 10.—The following message has been received in London from the owners of the steamer Tavris: Lifebelt and pieces of lifeboat of Tavris found near Skopelos.

**TAVRIS.**—Piræus, Dec. 14. — Steamer Tavris is now considered as lost, no news of her having been received since Nov. 25, when she left Alexandroupolis. A lifebelt bearing the name Tavris was picked up near Skopela Island some days ago, and the remains of a boat and a pilot's ladder presumed to belong to the vessel were found in the same locality.

**TAVRIS.**—London, Jan. 19.—In reply to inquiry with reference to the Greek steamer Tavris, which left Alexandroupolis on Nov. 25 last for Patras, Lloyd's Agents at Thessaloniki write under date of Jan. 15: Vessel believed lost with all hands off Skopelos Island.

Crew 13 including Master, Officers and 2 Apprentices

Number of days out

Days

From sailing to 23<sup>rd</sup> Mar. 1938. 118.

" " 30<sup>th</sup> " " 125.

COMMITTEE'S DECISION—

On the Board — 23<sup>rd</sup> Mar. 1938.

Posted Missing — 30<sup>th</sup> Mar. 1938.



*Anglo Australian*, of London. Off. No. 149817.  
(British steamer) Parolow Master.

5456 Tons Gross

Date

1927 under special survey. Cardiff for British Columbia, via

3332 Tons Net

Built

Classification Lloyd's Register T100 A1.

Panama Canal.

Application submitted

REMARKS—

27<sup>th</sup> April, 1938.

Member

making Application

Mr. Edwin Hough.

30445/38.

Interested as broker.

Owner

Nitrate Producers' Steamship Co., Ltd.

Fitted wireless.

Cargo

Nil.

Insurance effected at

Lloyd's &amp; Companies

on Vessel

on Cargo

ANGLO AUSTRALIAN. — London, Apr. 6. — The owners of the steamer Anglo Australian state that their agents at Panama, who have been endeavouring to get into touch with the vessel, which left Cardiff on Mar. 8 for British Columbia via the Panama Canal and was reported by radio as passing Fayal on Mar. 14, report by cable to-day: Tuesday afternoon calling Anglo

Australian through Miami and Puerto Rico Radio unsuccessfully since yesterday morning.

Latest Account.

Sailed from Cardiff for British Columbia via Panama Canal on the 8<sup>th</sup> March, 1938, and passed Fayal on the 14<sup>th</sup> March, 1938.

Crew 38 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 27<sup>th</sup> April, 1938 — 44." " " 4<sup>th</sup> May, 1938 — 51." " " 11<sup>th</sup> " " — 58.

COMMITTEE'S DECISION—

Deferred for 7 days — 27<sup>th</sup> April, 1938On the Board — 4<sup>th</sup> May, 1938Posted Missing — 11<sup>th</sup> May, 1938.



No. 3745.

*Agnar*, of Port Louis, Mauritius. Off. No. 84616.  
(British steamer).

427. Tons Gross

Date

Built

1884 under special survey.

255 Tons Net

Classification Class expunged Oct. 1935

Loyseau Master.

Vohemar, Madagascar for Mauritius

Application submitted

6<sup>th</sup> July, 1938.

Member

making Application

Mr. H. B. Malyon

45213/38

Interested as broker.

Owner

Eagle Shipping Co., Ltd.  
Port Louis, Mauritius.

Fitted wireless.

Cargo

Bullocks &amp; Coal.

AGNAR.—Port Louis, Maur., Mar. 21. —  
British steamer Agnar, from Vohemar,  
overdue.

Port Louis, Maur., Mar. 23.—  
Steamer Agnar: Madagascar authorities  
consider aeroplane search super-  
fluous. They have meantime advised all  
places on the coast to keep a sharp look-  
out. Steamer Banffshire sailing hence  
to-day for Mombasa will search, also  
steamer Surcouf, expected to leave  
Vohemar on Mar. 25 for Reunion and  
Mauritius, will do likewise.—Lloyd's  
Agent.

AGNAR.—Port Louis, Maur., Mar. 24.  
—The Port Authorities here fear that  
the local steamer Agnar was sunk in a  
cyclone on the night of Mar. 12, between  
Mauritius and Madagascar. She was  
carrying three passengers and a crew  
of 39, and had a cargo of 150 bullocks.  
She last gave her position on Mar. 12,  
when directly in the path of the cyclone.  
The steamer Banffshire left here yester-  
day to search for the missing vessel.  
She will visit the extremely lonely island  
of Tromelin.—"The Daily Telegraph  
and Morning Post" Correspondent.

London, Mar. 28. — Steamer  
Banffshire, after having visited  
Tromelin Island and the region in which  
the overdue steamer Agnar was last  
heard of, has abandoned her search.—  
"The Times."

AGNAR.—Port Louis, Maur., Apr. 11.—  
The presumption that the British  
steamer Agnar is a total loss has been  
strengthened by reports from various  
vessels. The Agnar is believed to have  
foundered during a cyclone on Mar. 12  
between Mauritius and Madagascar.  
Inquiries from the Seychelles have  
proved fruitless. The steamer Jehangir,  
outward bound from Port Louis for  
India, went 400 miles out of her course  
to search for the Agnar near the  
Agalega group of islands.—"The Daily  
Telegraph & Morning Post" Corre-  
spondent.

AGNAR.—London, June 8.—In reply to  
inquiry with reference to the overdue  
steamer Agnar, Lloyd's Agent at Mauri-  
tius writes under date of May 20:  
Agnar left Vohemar on Mar. 10 for Port  
Louis, Mauritius. No further news.

AGNAR.—London, Mar. 20.—The owners  
of the steamer Agnar, write from Port  
Louis, Mauritius, under date of May 20:  
The Agnar left Durban at about 11 a.m.  
on Feb. 26 for Mauritius via Vohemar.  
On Mar. 11 the agents received a cable  
stating that the vessel had left  
Vohemar at 5 p.m. on Mar. 10. On the  
afternoon of Mar. 12, the Rose Hill  
Wireless Station received the following  
message from the steamer Agnar:  
Agnar, Mar. 12, noon, lat. 16° S., long.  
52° 31' E., wind south 45 (fresh breeze),  
sea south-east 5 (very rough). Over-  
cast, raining, visibility poor.  
We have not heard from her since.

Insurance effected at

Lloyd's

on Vessel

Coal - Lloyd's  
Bullocks - Unknown

on Cargo

Latest Account

Sailed from Vohemar,  
Madagascar, on the 10<sup>th</sup> March, 1938,  
for Mauritius and reported by  
wireless at noon on 12<sup>th</sup> March, 1938,  
in lat. 16-9 S., long. 52-31 E.

Crew 33 including Master, Officers and — Apprentices

Number of days out

Days

CON

On the

From sailing to 6<sup>th</sup> July, 1938.

118

6<sup>th</sup> July, 1938." " 13<sup>th</sup> " "

125.

Posted Missing

13<sup>th</sup> July, 1938.



# Admiral Karpfanger, (ex L'Avenir), of Hamburg

(German four masted steel barque)

Walker Master

2853 Tons Gross

Date

Built

Classification

1908. Port Germein for Falmouth, Plymouth or Queenstown.

2371 Tons Net

Germanischer Lloyd + 100 A, last survey Sept. 1937.

Application submitted

## REMARKS—

14<sup>th</sup> September, 1938.

Member

making Application

Mr. Percy C. Smith

60023/38.

Interested on behalf of holders of documents on cargo.

Owner

Hamburg Amerika Linie,  
Hamburg.Fitted wireless.  
(Wireless reported out of order.)

Cargo

42,549 bags wheat.

Insurance effected at

German companies

on Vessel

Lloyd's &amp; Companies

on Cargo

Latest Account

Sailed from Port Germein for Falmouth, Plymouth or Queenstown on the 8<sup>th</sup> February, 1938 and was in wireless communication with Norddeich on the 12<sup>th</sup> March, 1938.

Crew 60 including Master, Officers and 33 Apprentices

Number of days out

Days

From last report to 14<sup>th</sup> Sept. 1938 — 186" " " " 21<sup>st</sup> " " — 193.

**ADMIRAL KARPFANGER** (s.v.).—London, June 28.—In reply to inquiry asking for news of the German barque Admiral Karpfanger, which left Port Germein on Feb. 8 for Falmouth, Plymouth or Queenstown and was last reported on Mar. 1 at 9 25 a.m. in lat. 51 S., long. 172 E., the owners of the vessel cable from Hamburg to-day: Admiral Karpfanger: Wireless installation out of order; no news received since Mar. 1.

**ADMIRAL KARPFANGER** (s.v.).—Adelaide, July 4.—German barque Admiral Karpfanger: Master of British motor vessel Durham reports left Wellington on Mar. 18, proceeded to Cape Horn on composite great circle track, passed several icebergs on Mar. 24 and 25 between lat. 55 30 S., long. 126 42 W., and lat. 56 S., long. 127 W., rounded Cape Horn at midnight on Mar. 29. No wireless signals heard from barque Admiral Karpfanger, or any other vessel bound Cape Horn from westward. British motor vessel Waiwera rounded Cape Horn from New Zealand about ten days ahead of motor vessel Durham.

**ADMIRAL KARPFANGER** (s.v.).—Adelaide, July 7.—Inquiries at Port Germein, from which the missing German barque Admiral Karpfanger sailed for England, reveal that her wireless was out of action. As a result of a defect in the oiling system, the cylinders of an auxiliary engine were cracked and the electrical equipment was out of commission. The vessel was lighted by kerosene lamps and only steam winches were used for loading. Captain Walker, who commanded her crew of 60, including cadets, said there was no hope of repairs until their destination was reached and consequently the wireless was useless. The Admiral Karpfanger loaded 40,419 bags of wheat and was light with her loadline 2½ in. above water.—"The Times" Correspondent.

Adelaide, July 11.—Orders to search for the German training ship Admiral Karpfanger, which, with a number of cadets on board, is overdue, have been received by the Hamburg-Amerika liner Leuna. The Leuna will leave Port Adelaide on July 16 and will sail to Europe via Cape Horn instead of via the Suez Canal.—Reuter.

Berlin, July 12.—A spokesman of the Hamburg-Amerika Line to-day reluctantly admitted that there was little hope for the German four-masted training ship Admiral Karpfanger, which left Australia for England in February and has not been heard of since. It is now feared that the vessel, with her crew of 68, 40 of whom were cadets, has foundered.—Reuter.

**ADMIRAL KARPFANGER** (s.v.).—London, July 16.—In reply to inquiry, the owners of the training ship Admiral Karpfanger write from Hamburg, under date of July 13: We can now inform you that the Admiral Karpfanger was still working direct with Norddeich up to Mar. 12. On this day a wireless message sent to the Admiral Karpfanger was confirmed by her. On the training ship we installed a short-wave transmitter which made direct communication possible from all parts of the world, and we had instructed the master to give us position reports fortnightly, always on a Wednesday. From the reports of the master which reached us

after leaving the loading port, we learned that the motors for generating the electric current for the wireless station had temporarily failed and that several attempts to repair the motors in Australia had not led to a complete success. The master hoped, however, to be able occasionally to transmit position reports during the homeward voyage with sparing treatment of the motors. The vessel left Port Germein on Feb. 8; the first position report would have been due on Feb. 23, but failed, and was not transmitted until Mar. 1 direct via Norddeich. From this delay it is doubtful to be seen that an earlier transmission was not possible for technical reasons. The next report would have been due on Mar. 16, but did not come through any more than later reports. We presume that the cause of this was motor trouble which could not be removed, possibly also a breach of the pipes attributable to variations of tension.

lin, July 18. It was reported to-day that an Air France plane had sighted a four-masted sailing vessel in West African waters and the hope is expressed here that it may be the missing German vessel Admiral Karpfanger, but it is known that three Finnish sailing vessels are in that locality. A renewed search has been organised by the Hamburg-Amerika Company. The Hamburg-Amerika steamer Gera has been ordered to investigate a report that a black four-master has been seen between Buenos Aires and St. Vincent. The help of the Chilean authorities has been invoked and a Chilean vessel is to search the Southern Pacific from Cape Pillar (Strait of Magellan) to Staten Island, Argentina, via Cape Horn.—Reuter.

**ADMIRAL KARPFANGER** (s.v.).—Buenos Aires, July 30.—The Ministry of Marine have ordered a search in the Cape Horn region for the German training ship Admiral Karpfanger. The oceanographic ship Bahia Blanca will start the search.—British United Press.

**ADMIRAL KARPFANGER** (s.v.).—London, Aug. 5.—The owners of the training ship Admiral Karpfanger write from Hamburg under date of Aug. 4: A black four-masted barque was sighted on July 7 in lat. 5 N., long. 26 W., and on July 14 in lat. 11 N., long. 27 W. The vessel's name could not be ascertained. Although it may possibly concern the Finnish barque Lawhill, we instructed our steamer Gera to search for the vessel for several days, in the hope that she might be the Admiral Karpfanger. The Gera did not find the vessel, which ought to be off the Lizard about 30 days later from the above-mentioned position. We have instructed our steamers in the North Atlantic to keep a look-out for the vessel, and to report her name to us by wireless if she is spoken.

Punta Arenas, Aug. 4.—The search which has been carried out recently by Chilean and Argentine coasting vessels for the training ship Admiral Karpfanger has been unsuccessful. The Chilean Naval Authorities have now ordered the steamer Calvarino to proceed to Cape Horn and to continue the search in the neighbourhood north of Cape Pillar.—"Bremer Nachrichten."

**ADMIRAL KARPFANGER** (s.v.).—Buenos Aires, Aug. 13.—Advices in "La Prensa" of Aug. 9 state: The Ministry of Marine has officially suspended the search, entrusted to the Hydrographic Survey vessel Bahia Blanca, for the German training ship Admiral Karpfanger, of which no further news had been received during a voyage round the extreme south of the continent. The commander of the Bahia Blanca reported by wireless to the Ministry that he had, within 800 metres of the coast of Staten Island, entered all the coves, bays and ports, rounded the capes, peninsulas and salients of the coast, inspected all the accessible ports of the island, without detecting any trace of the missing vessel. He circumnavigated, with the same negative result, the New Year (Ano Nuevo) and Dampier Islands and the south coast of Tierra del Fuego, from Patagonas Light to Mont Anchorage; he entered Valentin, Aguirre and Sloggett's Bays in New Island and Richmond Channel from Point Fifty to Puerto Navarro. In view of the foregoing the Bahia Blanca returned to Ushuaia to resume her voyage towards Buenos Aires.

Lloyd's Agents add that the Bahia Blanca was engaged on her normal services to Rio Gallegos and Ushuaia, Tierra del Fuego, whence she was detailed to effect the search above described.

**ADMIRAL KARPFANGER** (s.v.).—Berlin, Sept. 5.—Flags are ordered to be flown at half-mast on all German cargo vessels to-day in mourning for the 60 members of the crew of the training ship Admiral Karpfanger, which disappeared on a voyage from Australia. The vessel is now officially recognised as lost.—Reuter.



No. 3747.

*Olafur*, of Reykjavik.  
(Icelandic steam trawler)

Myrdal Master.

339 Tons Gross

Date

1926.

Built

North Shields for Fishing Grounds on West Coast Iceland

135 Tons Net

Classification

Lloyd's Register + 100 A1. Last survey Jan. 1938.

Application submitted

REMARKS—

21<sup>st</sup> December, 1938.

Member

making Application

Mr. E. W. Payne.

76186/38.

Interested as broker.

Owner

H. F. Alliance.

Reykjavik.

Fitted with wireless.

Cargo

Nil.

Insurance effected at

Lloyd's &amp; Companies

on Vessel

on Cargo

OLAFUR.—London, Nov. 7.—The following message has been received from Reykjavik, dated Nov. 5: Trawler Olafur, missing since Wednesday night (Nov. 2) from Haligrounds and searched for by vessels, still without result: feared lost.

London, Nov. 7.—Steam trawler Olafur, of Reykjavik, with a crew of 21, which has been missing since Wednesday (Nov. 2) off the West Coast of Iceland, has been given up as lost.—"The Times."

London, Nov. 9.—The following cable has been received from Reykjavik, Nov. 8: Trawler Olafur: Searched without result (presumed) foundered last Wednesday night (Nov. 2) in hurricane on the Haligrounds.

Reykjavik, Nov. 9.—Icelandic steam trawler Olafur reported to be overdue; consider vessel a total loss, all of the crew lost.—Lloyd's Agent.

Latest Account

Sailed from North Shields for Fishing Grounds on West Coast of Iceland on the 17<sup>th</sup> October, 1938, & was fishing on Haligrounds off Iceland on the 2<sup>nd</sup> November, 1938.

Crew 21 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 21<sup>st</sup> Dec. 1938.

65.

" " 30<sup>th</sup> " " "

74.

COMMITTEE'S DECISION—

On the Board —

21<sup>st</sup> Dec., 1938.

Ported Missing —

30<sup>th</sup> Dec., 1938.



# Cambay Star, of Bombay. Off No. 145571.

(British steamer).

637 Tons Gross Date } 1920. Last survey March, 1938.  
 320 Tons Net Build }  
 Classification Lloyd's Register +100A1.

Karachi for Calicut.

Application submitted

22<sup>nd</sup> February, 1939.

Member

making Application

Mr. G. J. Stewart.

13575/39.

Interested as broker.

Owner

Eastern Steam Nav. Co., Ltd.

Cargo

Cotton, Grain &amp; General.

Insurance effected at

Standard Marine Insee. Co., Ltd. } on Vessel  
Liverpool

Unknown

} on Cargo

Latest Account

Sailed from Karachi for  
Calicut on the 8<sup>th</sup> January, 1939.

Crew

including Master, Officers and — Apprentices Unknown.

Number of days out

Days

From sailing to 22<sup>nd</sup> Feb., 1939.

45.

" " " 1<sup>st</sup> Mar., 1939.

52.

CON

On the

Posted

N—

Feb., 1939.

Mar., 1939

## REMARKS—

**CAMBAY STAR.**—Bombay, Jan. 16.—British steamer Cambay Star: Owners' agents report three days overdue at Calicut, having sailed from Karachi on Jan. 8 on direct voyage. Mercantile Marine Department advise Royal Indian Navy vessel Pathan sailed in search and all shipping warned. Weather on coast reported normal.

Bombay, Jan. 16.—British steamer Cambay Star: Mercantile Marine Department advise British steamer Clan Macilwraith sighted upturned lifeboat of Cambay Star, body in lifejacket and sundry bales of cargo, in lat. 18 19 N., long. 70 40 E.

Bombay, Jan. 17.—The steamer Cambay Star is reported to have sunk 150 miles west of Bombay with the loss of her crew of 28 Indians. —Reuter.

**CAMBAY STAR.**—Bombay, Jan. 20.—The owners of the steamer Cambay Star write under date of Jan. 18: The steamer Haideri, which sailed on Monday afternoon (Jan. 16) in search of the Cambay Star, returned this morning. She has picked up a wooden locker presumed to belong to the vessel, which is now landed at the docks. She could not find any other article or any trace of wreckage. It is now definitely presumed that the Cambay Star has been lost. Efforts are still being made to trace any survivors.

According to the local press, the Haideri cruised the whole of Tuesday (Jan. 17) within a radius of 15 miles in the waters where the wreckage was first sighted. The vessel picked up a wooden locker containing clothes, believed to be of some of the kitchen crew of the Cambay Star, some vegetables, empty tins and baskets and five rupees in cash. A kitchen article bearing the initials of the steamship company was also found in the locker.

**CAMBAY STAR.**—Bombay, Jan. 27.—According to advices from the owners, the steamer Cambay Star left Karachi on Jan. 8 for the Malabar coast, with a cargo of cotton, grain and general merchandise. The vessel was expected to arrive at Calicut on or about Jan. 14. She did not arrive at Calicut as expected. On Jan. 15 the Indian Mercantile Marine Department was informed that the Cambay Star had not reached Calicut, and messages were sent by the Department to all ships at sea to keep a sharp lookout for the vessel.

On Jan. 17 the steamer Clan Macilwraith, which arrived at Bombay, reported having sighted a capsized lifeboat belonging to the Cambay Star. She also reported having seen a wooden hatch and some burst bales of cotton spread over the surface of the sea and the body of a man with a life-jacket floating near the wreckage. The corpse was in a highly decomposed condition.

The Royal Indian Navy sloop Pathan was sent from Bombay under orders of the Indian Mercantile Marine Department to search for survivors of the Cambay Star, and the company's steamer Haideri was sent out for the same purpose. After extensive search both the vessels returned without any further news of the Cambay Star. The Haideri picked up a wooden locker containing clothes, believed to be of some of the kitchen crew of the Cambay Star, and a kitchen article bearing the initials of the owners of the Cambay Star, "E.S.N. Co."

It is believed that the Cambay Star must have been wrecked at a distance of about 140 miles west of Bombay, in lat. 18 19 N., long. 70 40 E. There is no trace of the wreckage or of any survivors of the Cambay Star, and she is now believed to be a total loss.



*Wilston*, of Glasgow. (British steamer)

Off. No. 137823.

Stewart Master.

3221 Tons Gross

Date } 1916

Built }

2024 Tons Net

Classification

*Lloyd's Register + 100 A1, Last survey October, 1938.*

Application submitted

REMARKS—

1<sup>st</sup>. March, 1939.

Member

making Application

Mr. H. E. Malyon.

9845/39.

Interested as broker.

Owner

*Wilston S. S. Co., Ltd.*

Fitted wireless.

Cargo

*Coal.*

Insurance effected at

*Lloyd's & Companies*

on Vessel

*Maritime Insurance Co., Ltd.* on Cargo  
London.

Latest Account

*Sailed from Newport, Mon. for La Goulette, Tunis on the 21<sup>st</sup> January, 1939, and was spoken by British steamer Corbrook at 8-15 p.m. on the 22<sup>nd</sup> January, about 6 miles N. W. of St. Ives.*

Crew 32 including Master, Officers and 1 Apprentice

Number of days out

Days

*From last report to 1<sup>st</sup> Mar., 1939.*

38.

St. Ives, Jan. 24.—Yesterday some wreckage, bedding and underclothing was reported from the Trevail area.

St. Ives, Jan. 24.—Another nude body has been washed ashore here to-day, in appearance Spanish, tattooed in various ways, including the name "Georg Cassar."

Plymouth, Jan. 24.—Walking near his home at Trevail Cove, to the west of St. Ives, as dusk was falling yesterday, Mr. Loosemore saw pieces of wood rocking against the craggy cliffs. Scrambling down, he found a quantity of wood which had been heavily pounded by the sea and washed ashore. Later there floated ashore a piece of wood bearing a brass plate which read: "Dobbie McInnes, Ltd., Glasgow, Liverpool and South Shields." A number of Board of Trade "Fosco" life-belts were also found.—"The Western Morning News."

London, Jan. 25.—Wreckage was discovered at Trevail Cove, two miles west of St. Ives, yesterday by Mr. E. H. Loosemore. He recovered an ivory plate inscribed "Presented by the Larkfield Secondary School, Chepstow, Aug. 1, 1934." In addition to the plate there was washed up a broken lifebelt bearing the word "Glasgow."—"The Daily Telegraph and Morning Post." (Note.—The British Sailors' Society state that a case of books was supplied to the British steamer WILSTON, of Glasgow, in 1934, bearing a presentation plate from the Chepstow Secondary School, and that the books were renewed in January, 1938.)

In reply to inquiry asking for the latest news of the steamer WILSTON, the owners telegraph from Glasgow, Jan. 25, 4 p.m.: WILSTON: No direct news since leaving Newport, unable confirm library box aboard, trying communicate wireless.

In reply to a further inquiry, the owners of the WILSTON state that the name "G. Cassar" appears in the list of the crew supplied to the owners by the master. Cassar is described as a fireman. Authoritative information received states that a fireman and trimmer named "Georgio Cassar" was a member of the crew of the WILSTON when she arrived at Newport on Dec. 31 last. Cassar was considerably tattooed.)

St. Ives, Jan. 25.—A Red Ensign has been picked up near part of the wreckage of a schooner. A report has also reached the coastguard from local sources that a steamer was ashore at Wicca Pool, about six miles west of St. Ives, towards Gurnard's Head. She is submerged. It is reported that bodies are floating near her.

Lizard, Jan. 25.—Coastguard at St. Ives reports lifebuoy marked "S.S. WILSTON, of Glasgow," also a man's body picked up at Tregarthen Cove, near St. Ives, also some wreckage painted red and black, but unable to state if belonging to a War-time wreck, as at first thought. The condition of paint rules out this possibility.

London, Jan. 25.—A body of a young man was found at the foot of the cliffs near Wicca Farm, North Cornish coast, to-day. A silver ring, set with three red and green stones, was on a finger.

St. Ives, Jan. 25.—In spite of a series of rumours of a wreck between here and Zennor, Captain Coates, of the Board of Trade, assures me there is nothing on the coast, which he has had particularly patrolled this afternoon, to justify them in any way. A piece of wreckage bearing the name "S.S. WILSTON Glasgow" has been picked up as well as a very ragged red ensign, but there is no evidence of a substantial nature to suggest a casualty.—Lloyd's Agent.

St. Ives, Jan. 26.—Board of Trade Officer states no wreck on coast. Wreckage and body suggest disaster to steamer WILSTON, of Glasgow. Strong NE. gale prevailing making investigation difficult.—Lloyd's Agent.

London, Jan. 26.—The following advices have been received from the owners of the steamer WILSTON, dated Glasgow, Jan. 25: We have no news from the steamer at all, but have been trying to get in wireless communication, and will advise you if and when we get a reply.

London, Jan. 26.—Another body was seen to-night close to the shore of St. Ives, it has not yet been recovered. As soon as the storm abates men will examine further wreckage, washed ashore near Wicca Cove.

Plymouth, Jan. 27.—Mr. Stanley Hocking, of Tregarthen Farm, Zennor, who first discovered the lifebelt of the steamer WILSTON on Wednesday (Jan. 25) went again to the cliffs yesterday morning. On his return he stated, "I am now convinced there is another steamer in addition to the MANU, which foundered in 1916 in Wicca Cove. The wreckage now appears to be the side of a steamer, a mass of iron at least 50 ft. in length, with freshly splintered wood projecting from it. In addition there are three ships' boilers visible, which convinces me that there has been another wreck, for the MANU had only two boilers. This new wreckage is only a few yards from the MANU, but I am certain that they are the hulks of two separate vessels. If the wreckage is that of the WILSTON, she must have broken in two, for it appears that only half a vessel has been driven into Wicca. One of the things which makes me think this is that what I can see appears to be the inside of a ship. It is of a dark colour, and rolls as each wave strikes it. It is completely submerged except at low tide, and it is impossible to tell the exact colour." Among the searchers yesterday afternoon was Mr. W. Nankervis, and he is reported to have stated he could distinctly see the side of a steamer under water opened out so as to reveal engines inside. This was quite a hundred and fifty yards from the MANU.—"The Western Morning News."

London, Jan. 28.—Evidence was growing last night, when three more bodies had been recovered, making six in all, that the wreck which is lying off St. Ives is that of the Glasgow steamer WILSTON. Mr. W. M. Mordey, consulting engineer to the owners of the WILSTON, who went to St. Ives to investigate the wreck, said yesterday that on one of the bodies washed ashore was tattooed the name "Gorg Cassar." He was a foreigner and was on the crew list of the WILSTON when she sailed on Jan. 21. "There is not sufficient evidence to say definitely that the wreck is the WILSTON," he added, "but having seen various articles that have been washed ashore and knowing that the WILSTON would have been in this locality during the gale, I very much fear that the wreckage is part of the WILSTON.—"The Times."

London, Jan. 28.—The identification, by relatives to-day, of one of the seven bodies recovered from the sea at St. Ives as that of L. Cornock, third engineer of the steamer WILSTON, of Glasgow, leaves little doubt that the steamer was wrecked off Wicca Cove, near St. Ives, in the gale last Sunday night (Jan. 22). Wreckage found in the cove is also believed to have come from the WILSTON. The owners' representative at St. Ives has so far been unable to get close enough to the wreckage to establish definitely the vessel's identity.

St. Ives, Jan. 29.—After the most searching investigation in conjunction with Commander Coates, of the Board of Trade, the representative of the owners of the steamer WILSTON and others, it can be stated:—

There is evidence of a submerged wreck off Wicca Pool, near Zennor, but up to the present unidentified except for the following circumstantial evidence: Body, identified as the third engineer of the steamer WILSTON; body tattooed "Georg Cassar" identified as on the crew list of the WILSTON; lifebuoy, bearing the name "WILSTON-Glasgow" and part of a ladder, bearing the same name.—Lloyd's Agents.

London, Jan. 29.—Five bodies, washed up at Wicca Cove, near St. Ives, Cornwall, were identified to-day as those of members of the Glasgow steamer WILSTON, which is presumed to have been lost a week ago. The men were: L. Cornock, second engineer; A. Comer, second mate; J. Milson, able seaman; A. Reid, able seaman; and George Cassar. A rung bearing the name "WILSTON" has been recovered from the Cove, and Mr. Mordey, representing the owners, said he thought that everyone was satisfied that the wreck was that of the WILSTON.

Plymouth, Feb. 7.—Mr. Barrie B. Bennetts, County Coroner, held an inquest at Zennor on Saturday (Feb. 4) on John Havelock Clark, an apprentice on the steamer WILSTON, whose body was washed ashore at Wicca Pool, Zennor, on Thursday.—"The Western Morning News."

WILSTON.—London, Mar. 1.—Information received from the owners of the steamer Wilston, from which wreckage and bodies were washed ashore near St. Ives, states that the vessel left Newport at 7 30 p.m. on Jan. 21 for La Goulette with a cargo of coal and was spoken by morse lamp by the steamer Corbrook at 8 15 p.m. on Jan. 22, about six miles NW. of St. Ives. There was no sign of any difficulty and no distress message.



## Cite d'Athenes of La Rochelle.

(French motor vessel)

Constantza for Piraeus.

410 Tons Gross

Date } 1917 under Bureau Veritas special survey.

185 Tons Net

Built }  
Classification Bureau Veritas 1<sup>st</sup> division.

Application submitted

19<sup>th</sup> April, 1939.

Subscriber

making Application

Mr. Robert L. Bradford.

24503/39.

Interested as broker.

Owner

A. Puech.

Not fitted wireless.

Cargo

Oil.

Insurance effected at

Lloyd's &amp; Companies

} on Vessel

} on Cargo

Latest Account

Sailed from Constantza for Piraeus  
on the 14<sup>th</sup> March, 1939.

Crew 16 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 19<sup>th</sup> April, 1939.

36.

" " 26<sup>th</sup> " "

43.

COMMITTEE'S DECISION—

On the Board - 19<sup>th</sup> April, 1939.Posted Missing - 26<sup>th</sup> April, 1939.CITE D'ATHENES.—Piraeus, Mar. 27.—  
French motor vessel Cite d'Athenes reported to have foundered near Psara, crew drowned.Tunis, Mar. 25.—  
French motor vessel Cite d'Athenes, Constantza, Mar. 10, for Tunis, with petrol: The consignees of the cargo state that on Mar. 15 they heard from Athens that the owners' agents at Istanbul reported that the vessel had met with an accident near that port. The same consignees received the following messages:

On Mar. 21, from Athens: Fate of Cite d'Athenes unknown since leaving Istanbul.

On Mar. 22, from Bucarest: Owners of Cite d'Athenes without news for five days, presume lost with all hands.

London, Mar. 28.—  
In reply to inquiry, the representatives of the owners of the French motor vessel Cite d'Athenes in Athens cabled last night as follows: French motor vessel Cite d'Athenes, on her way from Constantza to Piraeus, called at Sigr 8 o'clock morning left this port on same day about 10 a.m. All researches with wireless, aeroplane and Navy still without result.Piraeus, Mar. 29.—  
Motor vessel Cite d'Athenes, from Constantza with 150 tons of mazout for Piraeus, 250 tons of benzine for Tunis, touched Sigr Mar. 16 to repair damage to engines, left two hours later, no news since. Part owner chartered two aeroplanes and searched area, Greek Government also sent hydroplane and destroyer Aetos but without result. Yesterday part owner chartered auxiliary vessel Aghios Sozon to search. Fear Cite d'Athenes lost with all hands on Mar. 16.—Lloyd's Agents per Salvage Association.CITE D'ATHENES.—Mitylene, Apr. 2.—  
A cable has just been received from Lemnos Sub-Agent stating that a lifeboat marked "Cite d'Athenes No. 2" on the bow and "La Rochelle" on the stern, has been found half sunk off Valanida, Lemnos, and towed into Castro, Lemnos. The boat contained an overcoat and one oar.



# Sea Dragon, of Hongkong.

(Junk)

Welch Master.  
Hongkong for San Francisco.

81 Tons Gross

Date } 1939.

Built }

42 Tons Net

Classification Not classed.

Application submitted

REMARKS—

13<sup>th</sup>. September, 1939.

Subscriber

making Application

M<sup>rs</sup> F. H. Burrough.

55091/39.

Interested as broker.

Owner

Halliburton Trans-Pacific Chinese  
Junk Expedition, Inc.

Fitted wireless.

Cargo

Nil.

Insurance effected at

Lloyd's &amp; Companies

on Vessel

on Cargo

Latest Account

Sailed from Hongkong for San Francisco on the 4<sup>th</sup> March, 1939, & reported by wireless on the 23<sup>rd</sup> March, in lat. 31.10N., long. 155 E.

Crew 12

including Master, Officers and

Apprentices

Number of days out

Days

From last report to 13<sup>th</sup> Sept. 1939.

174.

20<sup>th</sup>

181.

COMM

On the

Posted

**SEADRAGON (junk).**—Washington, D.C., Mar. 30.—The Chinese junk Seadrakon, length 75 ft., beam 20 ft., equipped with 100-h.p. diesel engine and customary sails, and 50-watt Mackay radio, which sailed from Hongkong on Mar. 4, with 15 persons on board, was last reported in lat. 31 10 N., long. 155 E., at 5 a.m., Mar. 24. Due to heavy weather prevailing since that time in that locality, fears for the safety of this craft are entertained.

San Francisco, Apr. 9.  
Mackay Radio stated yesterday that continued efforts to contact the Chinese junk (Seadrakon) of Richard Halliburton, long overdue at Midway Island, had been unsuccessful, and vessels in that area in the Pacific had reported no trace of the author-lecturer. Halliburton was en route from Hongkong to San Francisco. His radio suddenly went silent on Mar. 24. The junk had a crew of 15.—"The Halifax Chronicle."

**SEADRAGON (junk).**—San Francisco, Apr. 17.—The United States coastguard received a report to-day that the Yugo-Slav steamer Recina had conducted a futile search for Richard Halliburton's Chinese junk (Seadrakon). The report came from the Island of Guam. Halliburton left Hongkong on Mar. 4 for San Francisco in a craft manned by 10 Americans and four Chinese. He last was heard from on Mar. 24, when the junk's radio went silent during a typhoon.—"The Daily Colonist," Victoria, B.C.

**SEA DRAGON (junk).**—London, May 19.  
—In reply to inquiry, Lloyd's Agents at Hongkong write under date of May 11: We have not received any further news of the Chinese junk Sea Dragon than that indicated in messages from San Francisco to the effect that the vessel is now missing. The Sea Dragon, owned by R. Halliburton, San Francisco, was built in 1939 and was 81.25 tons gross, 41.78 tons net. (See issue of Mar. 9.)

**SEADRAGON (junk).**—London, July 6.  
In reply to inquiry, Lloyd's Agent at San Francisco writes under date of June 23: The junk Seadrakon, which was crossing the Pacific for the purpose of being on exhibition at the Golden Gate International Exposition here, was equipped with wireless. She had been keeping in touch with her agents apparently through this means until Mar. 23, and it is also stated, for about a week previous to that date she had been in daily communication with the American steamer President Coolidge. Shortly after that the President Coolidge encountered a severe storm, and as no further communication was possible with the junk, and as no information has been obtained about her since that date, notwithstanding a thorough search by vessels crossing her route and also some efforts put forth by the United States Navy, which ordered one of its cruisers to make a search for the junk in the position last reported, it has generally been accepted here that the vessel has been lost. (See issue of May 20.)

1<sup>st</sup> Sept. 1939.2<sup>nd</sup> Sept. 1939.



*Parkhill*, of Methil, Off. No. 136981, Middleton Master:  
(British steamer) Blyth for Kirkwall.

500 Tons Gross

Date } 1915.

190 Tons Net

Built

Classification Lloyd's Register +100 A1. Last survey Feb., 1939.

Application submitted

REMARKS—

20<sup>th</sup> December, 1939.

Member

making Application

Mr. Ernest Blackmore. 72931/39.

Interested as broker.

Owner

Matthew Taylor, Methil.

Not fitted wireless.

Cargo

Coal

Insurance effected at

Lloyd's &amp; Companies

} on Vessel

Provincial Coy.

} on Cargo

Latest Account

Sailed from Blyth for Kirkwall  
on the 17<sup>th</sup>. November, 1939.

Crew 9 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 20<sup>th</sup>. Dec., 1939.

33.

• • • 29<sup>th</sup> " • • • 42.  
• • • 3<sup>rd</sup> Jan., 1940 47.

COMMITTEE'S DECISION—

On the Board — 20<sup>th</sup> December, 1939

Deferred. Remain on Board.  
Posted Missing — 3<sup>rd</sup> January, 1940.



*Stanbrook*, of London. Off. No. 124287. Dickson Master.  
(British steamer) Antwerp for Tyne.

1383 Tons Gross

Date

1909

Built

858 Tons Net

Classification

Lloyd's Register + 100 A1. Last survey Sept., 1937.

Application submitted

REMARKS—

29<sup>th</sup>. December, 1939.

Member

making Application

Mr. P. Stuart Stephens. 76218/39.

Interested as broker.

Owner

Stanhope Steamship Co., Ltd.

Fitted wireless.

Cargo

Nil.

Insurance effected at

Lloyd's &amp; British Companies } on Vessel

Nil.

} on Cargo

Latest Account

Sailed from Antwerp for Tyne  
on the 18<sup>th</sup>. November, 1939.

Crew 21 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 29<sup>th</sup> Dec., 1939. 41." " 3<sup>rd</sup> Jan., 1940. 46." " 10<sup>th</sup> " " 53.

COMMITTEE'S DECISION—

Deferred

On the Board — 3<sup>rd</sup> January, 1940.Posted Missing — 10<sup>th</sup> January, 1940.



*Moortoft*, of Middlesbrough, Off. No. 164833, Kearon Master.  
(British steamer) Goole for Calais.

875 Tons Gross

Date } 1927

483 Tons Net

Built

Classification *Highest class Det. Norske Veritas*

Application submitted

REMARKS—

10<sup>th</sup> January, 1940.

Member

making Application

Mr. A. C. Turner

1600/40

Interested as broker.

Owner

The Toft Steamship Co., Ltd.

Fitted wireless telephone.

Cargo

Pitch.

Insurance effected at

Lloyd's &amp; Companies.

} on Vessel

Not known

} on Cargo

Latest Account

Sailed from Goole for Calais on  
the 3<sup>rd</sup> December, 1939.

Crew /3 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 10<sup>th</sup> Jan., 1940.

38.

" " 17<sup>th</sup> " "

45.

COMMITTEE'S DECISION—

On the Board - 10<sup>th</sup> January, 1940.*Posted Missing - 17<sup>th</sup> January, 1940*

**MOORTOFT.** — London, Dec. 28.—The owners of the steamer Moortoft announced to-night that their vessel, several days overdue, must now be presumed to have been lost with all hands. She carried a crew of 13 and her master was Captain W. Kearon, of Caymore, Arklow.—Exchange Telegraph Company.

Cromer, Dec. 29.—Black board, name "Moortoft" painted on, picked up on Burnham Overy beach, Norfolk.



*Mina*, of Parnu. Off. No. 79662. Leppik Master.  
(Estonian steamer) London for Hull & Gothenburg.

1173 Tons Gross

Date

1899 under special survey.

Built

668 Tons Net

Classification

Bureau Veritas Div. 1. Last survey Oct. 1933.

Application submitted

REMARKS—

31<sup>st</sup>. January, 1940.

Member

making Application

Mr F. N. Forster.

6196/  
40.

Interested as broker.

Owner

J. Michelmann &amp; J. Adamson &amp; Co.

Not fitted wireless.

Cargo

Nil

Insurance effected at

Lloyds &amp; Companies

on Vessel

on Cargo.

Latest Account

Sailed from London for Hull & Gothenburg on the 12<sup>th</sup> December, 1939 & passed Southend same day.

Crew 16 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 31<sup>st</sup>. Jan., 1940. 51.7<sup>th</sup> Feb., " 58.

COMMITTEE'S DECISION—

On the Board - 31<sup>st</sup>. January, 1940.Posted Missing - 7<sup>th</sup> February, 1940.

**MINA.**—Berlin, Jan. 2.—Estonian steamer Mina, with a crew of 17, has vanished without leaving a trace, according to a Tallinn message. Her voyage took her to the North Sea and she has been missing since Dec. 12. It is suggested that the vessel may have struck a mine.—Reuter.

**MINA.**—London, Jan. 4.—The London agent of the owners of the steamer Mina state that no news has been received of the vessel since the sea pilot left her at about 8 a.m. on Dec. 13. (Note.—Mina left London on Dec. 12 for Hull and Gothenburg.)

**MINA.**—Tallinn, Jan. 10.—It is now known that wreckage coming from the overdue Estonian steamer Mina has washed ashore on the English coast. Nothing is known with regard to the crew of 17.—"De Maasbode." (Note.—Mina left London on Dec. 12 for Hull and Gothenburg and passed Southend same day.)



*Agu*, of Tallinn.  
(*Estonian steamer*).

Off. No. 19242.

Lambert Master.

Newcastle on Tyne for Gothenburg.

1575

Tons Gross

Date

1885.

916

Tons Net

Built

Classification

*Not classed.*

Application submitted

REMARKS—

31st. January, 1940.

Member

making Application

Mr. F. N. Forster.

6/19/40.

Interested as broker

Owner

Ed. Lass (Morgan Wedlin, Mgr.)

Not fitted wireless

Cargo

Coal

Insurance effected at

Lloyd's & Companies.

on Vessel

Not known

on Cargo

Latest Account

Sailed from Newcastle on Tyne for Gothenburg on the 5th December, 1939.

Crew 18 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 31st Jan., 1940.

57.

" " 7th Feb., "

65.

COMMITTEE'S DECISION—

On the Board - 31st January, 1940.

Posted Missing - 7th February, 1940.

AGU.—London, Dec. 10.—In reply to inquiry with reference to Estonian steamer Agu, Lloyd's Agent at Newcastle-upon-Tyne telegraphed to-day: Agu sailed Tyne on Dec. 5 for Gothenburg; no further news. Owners have also been inquiring.

AGU.—Berlin, Jan. 3.—Estonian steamer Agu, with her crew of 18, has been missing since Dec. 5, says a German news agency dispatch from Tallinn to-night. She is thought to have struck a mine in the North Sea.—Reuter. (See issue of Dec. 20.)



No. 3757.

Ronald C. Longmire, of Kingston, Ja.  
 (British wooden 3-mast schooner.  
 183 Tons Gross Date } 1920  
 149 Tons Net Build }  
 Classification Not classed.

Off. No. 138440. Dixon Master.  
 Cornwall, Abaco for Montego Bay, Ja.

Application submitted

REMARKS—

14<sup>th</sup> February, 1940.

Member making Application

M<sup>r</sup>. N. Dawson. 102 7/40.

Interested as broker.

Owner

M<sup>rs</sup> Viola M. van Desande

Cargo

Lumber

Insurance effected at

Lloyd's & Companies } on Vessel

Lloyd's } on Cargo

Latest Account

Sailed from Cornwall, Abaco for  
 Montego Bay, Ja., on the 18<sup>th</sup> October, 1939,  
 & was sighted by U. S. airplane on  
 the 31<sup>st</sup> October in lat. 19-56 N., long. 74-26 W.

Crew not known including Master, Officers and

Apprentices

Number of days out

Days

From last report to 14<sup>th</sup> Feb., 1940 106.

" 21<sup>st</sup> " 113

COMMITTEE'S DECISION—

On the Board - 14<sup>th</sup> February, 1940.

Posted Missing - 21<sup>st</sup> February, 1940.

RONALD C. LONGMIRE (s.v.).—London, Jan. 3.—In reply to inquiry asking for news of the schooner Ronald C. Longmire, previously reported overdue, Lloyd's Agents at Kingston, Ja., cabled on Jan. 2 as follows: Ronald C. Longmire sailed from Abaco for Jamaica direct on Oct. 21. Only news since then sighted by station aircraft on Oct. 31 in lat. 19° 56' N., long. 74° 26' W.; this reported by British Consul, San Juan, P.R.

RONALD C. LONGMIRE (s.v.).—Kingston, Ja., Jan. 3.—It is feared that no news having been received of the schooner Ronald C. Longmire, Abaco for Jamaica, since Oct. 31, she has become a total loss.—Lloyd's Agents. (See issue of Jan. 4.)



*Sylvia* of Gothenburg. Off. No. 34498. Thelander Master.  
(Swedish steamer) Hull for Gothenburg.

1524 Tons Gross Date } 1883

863 Tons Net

Built }  
Classification Lloyd's Register +100 A1 Last survey March, 1939.

Application submitted

REMARKS—

14<sup>th</sup> February, 1940

Member

making Application

M<sup>r</sup> F. N. Forster.

11090  
40.

Interested as broker on hull.

Owner

Rederi A/B Sylvia

Not fitted wireless

Cargo

Coal & General

Insurance effected at

Lloyd's & Companies

on Vessel

Coal - Ocean Insee. Co.,  
Gothenburg

on Cargo

General - Not known

Latest Account

Sailed from Hull for Gothenburg on  
the 9<sup>th</sup> January, 1940, & was left by  
North Sea pilot at noon on the  
12<sup>th</sup> January at Ratray Head.

Crew 20 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 14<sup>th</sup> Feb., 1940.

33.

21<sup>st</sup>

40.

COMMITTEE'S DECISION—

On the Board - 14<sup>th</sup> February, 1940

Posted Missing - 21<sup>st</sup> February, 1940.

SYLVIA.—Stockholm, Jan. 27.—The owners of the Swedish steamer Sylvia are without news of the vessel, which left Hull on Jan. 9 for Gothenburg, with a crew of 20 on board. A search along the Norwegian coast has proved fruitless.—Reuter.

Stockholm, Jan. 27.—The Swedish steamer Sylvia is feared by the owners to have been mined or torpedoed in the North Sea. The vessel left Hull on Jan. 9 with a cargo of coal and goods bound for Gothenburg. A call was made at Aberdeen on Jan. 12, where the master informed the British pilot that he intended to set a course direct for the Norwegian coast, and since that time nothing has been heard of the vessel.—British United Press.

SYLVIA.—Stockholm, Feb. 2.—Swedish steamer Sylvia, which left Hull on Jan. 9, with a crew of 20, is presumed to have sunk. The vessel's owners have received news that the body of the steward of the Sylvia has been found on a raft in the North Sea.—Reuter.



*Creofield*, of Newcastle. Off. No. 161078. Earlin Master.  
(British steamer). Thames for Middlesbrough.

838 Tons Gross

Date } 1928.

Built }

358 Tons Net

Classification *Lloyd's Register + 100 A1.*

Application submitted

28<sup>th</sup> February, 1940.

Member

making Application

Mr. C. G. Griggs

 $\frac{13188}{40}$ 

Interested as broker.

Owner

Field Tank Steamship Co., Ltd.

Fitted wireless telephone.

Cargo

Creosote.

Insurance effected at

Lloyd's &amp; Companies

} on Vessel

—

} on Cargo

**CREOFIELD.** — London, Feb. 15.—The Admiralty have notified the owners of the tank steamer *Creofield* that the vessel is gravely overdue and is to be presumed lost. (Note.—*Creofield* left London Jan. 30 for Middlesbrough.)

Latest Account

Sailed from Thames for Middlesbrough on the 31<sup>st</sup> January, 1940 & passed Southend same day.

Crew 17 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 28<sup>th</sup> Feb., 1940

28.

" " 6<sup>th</sup> March

35.

COMMITTEE'S DECISION—

On the Board - 28<sup>th</sup> February, 1940.Posted Missing - 6<sup>th</sup> March, 1940.



*Polzella*, of Penzance. Off. No. 148484. Thompson Master.  
(British steamer) Narvik for Middlesbrough.

4751 Tons Gross

Date } 1929.

2868 Tons Net

Built }  
Classification Lloyd's Register + 100 A1. Last survey December, 1938.

Application submitted

REMARKS—

13<sup>th</sup> March, 1940.

Member

making Application

Mr. P. D'Ambrumenil 16/53  
40.

Interested as broker.

Owner

Eclipse Shipping &amp; Trading Co., Ltd.

Fitted wireless

Cargo

Iron ore

Insurance effected at

London

on Vessel

on Cargo

**POLZELLA.**—London, Feb. 1.—Survivors of the Norwegian steamer Enid, which sank on Jan. 17 off Muckle Flugga, bound for Dublin from Trondheim, cargo pulp, interviewed to-day, stated that at 1.40 p.m. on Jan. 17 a vessel of about 5000 tons, assumed British, painted grey, steering to pass down east of the Shetlands, was torpedoed and sank at once. The Enid closed to pick up survivors, but no trace of any were seen, and the Enid was attacked by submarine by gunfire. (Note.—The naval authorities conjecture that the vessel sunk may have been the British steamer Polzella, 4751 tons gross, which left Narvik on Jan. 13 for Methil and Tees, and has not since been heard of.)

Latest Account

Sailed from Narvik for Middlesbrough on the 13<sup>th</sup> January, 1940 & bunkered at Lødingen same day.

Crew 37 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 13<sup>th</sup> March, 1940.

59.

" " 20<sup>th</sup> " "

66.

COMMITTEE'S DECISION—

On the Board - 13<sup>th</sup> March, 1940.Posted Missing - 20<sup>th</sup> March, 1940.



Ellen M, of London. Off. No. 166579.  
(British motor vessel).

Mann Master.  
Immingham for London.

498 Tons Gross

Date } 1938

Built }

258 Tons Net

Classification

Lloyd's Register + 100 A1. Last survey December, 1938.

Application submitted

REMARKS—

13<sup>th</sup> March, 1940.

Member

making Application

Mr. F. B. Webb

16510  
40.

Interested as broker.

Owner

T. J. Metcalf.

Not fitted wireless.

Cargo

Coal

Insurance effected at

Messrs. Sedgwick, Collins & Co., Ltd. } on Vessel

Messrs. Harris & Dixon, Ltd. } on Cargo

Latest Account

Sailed from Immingham for London  
on the 1<sup>st</sup> February, 1940.

Crew 7 including Master, Officers and — Apprentices  
& two Naval ratings.

Number of days out

Days

From sailing to 13<sup>th</sup> March, 1940. 41.

" " 20<sup>th</sup> " " 48.

COMMITTEE'S DECISION—

On the Board. - 13<sup>th</sup> March, 1940.

Posted Missing - 20<sup>th</sup> March, 1940.

ELLEN M.—London, Feb. 20. — The following message has been received from the owners of the British motor vessel Ellen M.: Ellen M. sailed from Immingham on Feb. 1 for London with cargo coal, no news since.



*Agnes Ellen*, of Liverpool. Off. No. 127952. Robertson Master.  
 (British steamer) Holyhead for Workington

293

Tons Gross

Date 1908.

Built

104

Tons Net

Classification

Application submitted

13<sup>th</sup> March, 1940.

Lloyd's Register special survey December, 1908.

REMARKS—

Member

making Application

Mr. C. L. Faber.

16747  
40

Interested as underwriter on hull.

Owner

John S. Monks, Ltd.

Not fitted wireless.

Cargo

Ganister &amp; Bricks

Insurance effected at

London &amp; Liverpool

on Vessel

Lloyd's (Marine risk)  
Government (War risk)

on Cargo

Latest Account

Sailed from Holyhead for Workington  
on the 9<sup>th</sup>, February, 1940.

Crew 6 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 13<sup>th</sup> March, 1940.

33.

" " 20<sup>th</sup> " "

40.

COMMITTEE'S DECISION—

On the Board - 13<sup>th</sup> March, 1940.Posted Missing - 20<sup>th</sup> March, 1940.

AGNES ELLEN.—London, Feb. 15.—The owners of the steamer Agnes Ellen state that the vessel left Holyhead at about 9 p.m. on Feb. 9 for Workington, where she should have arrived not later than the afternoon of Feb. 10, and that nothing further has been heard of or from her.



*Leo Dawson*, of Newcastle. Off. No. 140712. Underwood Master.  
(British steamer)  
Narvik for Immingham.

4330 Tons Gross

Date } 1918.

Built }

2694 Tons Net

Classification *Lloyd's Register + 100 A1.*

Application submitted

REMARKS—

13<sup>th</sup> March, 1940.

Member making Application

Mr. F. Y. Finch

17166  
40.

Interested as broker

Owner

Edwardian Steamship Co., Ltd.

Fitted wireless

Cargo

Iron ore

Insurance effected at

Marine

Lloyd's &amp; Companies

} on Vessel

Sweden

} on Cargo

Latest Account

Sailed from Narvik for Immingham  
on the 29<sup>th</sup> January, 1940.

Crew 35 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 13<sup>th</sup> March, 1940.

44.

" " " 20<sup>th</sup> " "

51.

COMMITTEE'S DECISION—

On the Board - 13<sup>th</sup> March, 1940.Posted Missing - 20<sup>th</sup> March, 1940.

LEO DAWSON. London, Feb. 14.—The Admiralty have today informed the owners of the steamer Leo Dawson, which left Narvik on Jan. 29 for Immingham, that they consider the vessel lost.



*Panachrandos*, of Andros. *Katsikis* Master.  
(Greek steamer) Antwerp for Gulf of Mexico.

4661 Tons Gross Date } 1915.  
Built }

2882 Tons Net

Classification *Lloyd's Register +100 A1 Last survey December, 1938.*

Application submitted

REMARKS—

20<sup>th</sup> March, 1940.

Member

making Application

Mr. A. S. Taylor.

18000.  
— 40.

Interested as broker.

Owner

B. & J. Koutsoukos.

Fitted wireless

Cargo

Nil

Insurance effected at

Lloyd's & Companies

on Vessel

on Cargo

Latest Account

Sailed from Antwerp for Gulf of Mexico on the 12<sup>th</sup> January, 1940, left The Downs on the 14<sup>th</sup> January & was in wireless communication with Land's End on the 15<sup>th</sup> January.

Crew 28 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 20<sup>th</sup> March, 1940

68.

27<sup>th</sup>

75.

COMMITTEE'S DECISION—

On the Board - 20<sup>th</sup> March, 1940.

Posted Missing - 27<sup>th</sup> March, 1940.

PANACHRANDOS.—London, Feb. 27.—A radio-telegram was dispatched on Feb. 19 to the master of the steamer Panachrandos, via Key West Radio, on behalf of Messrs. Goulandris Brothers, Ltd., London, asking for the vessel's present position. Up to Feb. 24 no reply had been received by the wireless station to calls made to the vessel, and no answer has yet been received by Goulandris Brothers. (Note.—Panachrandos left Antwerp on Jan. 13 for Key West, for orders, and Gulf of Mexico, and was in wireless communication with Land's End on Jan. 15.)

PANACHRANDOS.—Castletown, Berehaven, Feb. 27.—A lot of wreckage is being picked up at Dursey Island, from there to entrance to Berehaven Harbour, consisting of mine props, lard or tallow, and empty oil drums; got lifebelt to-day marked "Panachrandos—Andros." (See issue of Feb. 28.)

PANACHRANDOS.—London, Mar. 4.—In reply to inquiry asking if any further wreckage from the steamer Panachrandos had been recovered, Lloyd's Sub-Agent at Berehaven writes under date of Mar. 2: I have made inquiries as to whether any wreckage ex Panachrandos has turned up around the coast, but so far I have not got any news. (See issue of Mar. 2.)



*Rijnstroom*, of Amsterdam.  
(Dutch steamer)

Verhoef Master  
London for Amsterdam.

695 Tons Gross Date } 1937.  
Built }

335 Tons Net Classification Lloyd's Register + 100 A1. Last survey February, 1940.

Application submitted

REMARKS—

3<sup>rd</sup> April, 1940.

Subscriber making Application

Mr. F. Joslin. 20046.  
40.

Interested as broker

Owner

N.V. Hollandsche Stoomv. Maats.

Fitted wireless.

Cargo

General

Insurance effected at

Marine. Amsterdam & London } on Vessel  
War. Holland & London }

Amsterdam, London & elsewhere } on Cargo

Latest Account

Sailed from London for Amsterdam  
on the 2<sup>nd</sup>. March, 1940.

Crew 12 including Master, Officers and — Apprentices

Number of days out

Days

From sailing 3<sup>rd</sup> April, 1940.

32.

10<sup>th</sup>

39.

COMMITTEE'S DECISION—

On the Board - 3<sup>rd</sup> April, 1940.

Posted Missing - 10<sup>th</sup> April, 1940.

RIJNSTROOM.—London, Mar. 4.—The master of the motor vessel Brandaris has informed British & Foreign Maritime Agencies, Ltd., that at 9.30 a.m. yesterday, in lat. 51° 33' N., long. 2° 45' E., he picked up a lifebelt marked "Rijnstroom," and saw a smashed boat and a quantity of cargo floating in the vicinity, including a great many tennis balls. These agents state that 42 cases of tennis balls were shipped on the vessel, which left London at 6.45 a.m. on Saturday (Mar. 2) for Amsterdam. (Note.—Rijnstroom was due at Amsterdam about midday on Mar. 3.)

RIJNSTROOM.—Rotterdam, Mar. 5.—Dutch motor vessel Vrede, from Caen, picked up an empty raft coming from the motor vessel Rijnstroom.—"Nieuwe Rotterdamsche Courant." (See issue of Mar. 5.)

RIJNSTROOM.—Rotterdam, Mar. 7.—Dredger Vlaanderen III. has picked up a boat belonging to the Dutch motor vessel Rijnstroom off Stroombank buoy. The boat was fully equipped and provisioned.—"Nieuwe Rotterdamsche Courant." (See issue of Mar. 8.)



*Leukos*, of Dublin. Off. No. 137154.  
(British steam trawler)

Thomason Master.  
Ayr for Donegal Bay.

216 Tons Gross Date } 1914.

83 Tons Net

Built }  
Classification Lloyd's Register + 100 A1. Last survey January, 1940.

Application submitted

REMARKS—

3<sup>rd</sup> April, 1940.

Member making Application

Mr. W. E. Martin 20254  
40.

Interested as broker.

Owner

Dublin Trawling, Ice & Cold Storage Co., Ltd.

Fitted wireless telephone.

Cargo

Fish

Insurance effected at

Lloyd's & Companies

on Vessel

Nil

on Cargo

Latest Account

Sailed from Ayr for fishing in Donegal Bay on the 1st. March, 1940 & was spoken in Donegal Bay on the 9th. March by steam trawler Warstar.

Crew // including Master, Officers and 2 Apprentices

Number of days out

Days

From last report to 3<sup>rd</sup> April, 1940.

25

10<sup>th</sup>

32.

COMMITTEE'S DECISION—

On the Board - 3<sup>rd</sup> April, 1940.

Posted Missing - 10<sup>th</sup> April, 1940.

LEUKOS.—London, Mar. 14.—The following telegram has been received from the owners of the trawler Leukos, dated Dublin, Mar. 14: "Our trawler Leukos 40 hours overdue."

LEUKOS.—London, Mar. 16.—Fears are felt for the safety of the Dublin Steam Trawling Company's vessel Leukos, which, with her crew of 11, has not been heard of since Saturday last (Mar. 9). She was due in Dublin on Tuesday (Mar. 12). The Leukos, which left Dublin on Feb. 25, was in communication with two other vessels of the same company in Donegal Bay last Saturday. Since then, despite the fact that her radio equipment enables her to talk to vessels in the vicinity, to the shore, and even to the head office of the company in Dublin, no word has been received. Officials of the company have not abandoned hope for the vessel's safety.

LEUKOS.—Dublin, Mar. 21.—Dublin steam trawler Leukos, which was reported overdue, is now feared to be lost.—"The Irish Times." (See issue of Mar. 18.)

LEUKOS.—Kyle, Mar. 25.—Lifeboat washed ashore at Scarnish, Tiree, on Sunday (Mar. 24) containing lifebuoy marked "S. T. Leukos." (See issues of Mar. 18 and 25.)

LEUKOS.—Oban, Mar. 26.—On Mar. 24 a small ship's boat, without any name or number, in damaged condition, was washed ashore at Scarnish harbour, Tiree. There was a lifebuoy on board marked "S.S. Leukos, Dublin." Boat was waterlogged, as the plug was out; it did not appear to have been long in the water. (See issue of Mar. 27.)



*Flora*, of Piraeus. Off. No. 24540.  
(Greek steamer).

Manolatos Master.  
Sunderland for River Plate.

2980 Tons Gross Date } 1904.  
Built }

1878 Tons Net

Classification Lloyd's Register + 100 A1 Last survey October, 1939.

Application submitted

REMARKS—

3<sup>rd</sup> April, 1940.

Member making Application

Mr. C. L. Faber 20643  
40

Interested as underwriter.

Owner

C. P. Komikos

Fitted wireless

Cargo

Not known

Insurance effected at

Lloyd's & Companies } on Vessel

Not known } on Cargo

Latest Account

Sailed from Sunderland for River Plate on the 20th. January, 1940 & left The Downs on the 22nd. January.

Crew 26 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 3<sup>rd</sup> April, 1940. 72.

10<sup>th</sup> " " 79.

COMM

On the 3<sup>rd</sup>

Posted M

Athens, Mar. 15.—Two Greek steamers, the PANACHRANDOS and the FLORA, are considered by Greek shipping authorities to have been lost. Both vessels, it is stated, have not reached their destinations after leaving European ports, and no signals have been received from them. There were 31 men on board the PANACHRANDOS and 25 men on the FLORA.—British United Press.

#### BODIES WASHED ASHORE

London, Feb. 20.—The London agents of the steamer FLORA have received the following cable from the owners of the vessel, dated Piraeus, Feb. 17: Lisbon telegraphs: Shore Edeiro, North Portugal, found two naked corpses with life-buoys, bearing "FLORA, Thira," in Greek. (Note.—FLORA left the Downs on Jan. 22 for Rosario.)

#### THE BODIES WASHED ASHORE

London, Feb. 21.—In reply to inquiry, with reference to two bodies with lifebelts marked "FLORA" washed ashore at Esteiro, Lloyd's Agents at Lisbon telegraph to-day as follows: FLORA: No trace bodies with lifebelts. Informed one naked unidentified body washed ashore at Esteiro near Povoá de Varzim without lifebelt. (See issue of Feb. 21.)

FLORA.—London, Feb. 26.—The London agents of the owners of the Greek steamer Flora, which left the Downs on Jan. 22 on voyage from Sunderland to River Plate, report that they have endeavoured to get in touch with the vessel via Cerrito Radio and Rio Janeiro Radio, and have received from Cable & Wireless, Ltd., notice of non-delivery from Cerrito Radio advising that the vessel does not answer calls. (See "Bodies Washed Ashore" in issues of Feb. 21 and 22.)

FLORA.—London, Feb. 28.—The London agents of the steamer Flora state that a notice of non-delivery had now been received in connection with the radio message sent out to the Flora via Rio Janeiro. (See issue of Feb. 27.)

FLORA.—London, Mar. 6.—The London agents of the steamer Flora have received the following cable from the owner of the vessel: According to a letter from Mendes, Lisbon, his master at Aveiro reports that on Feb. 1 two bodies wearing lifebelts washed ashore near San Jacinto coast and near by was found one new lifeboat with mast and sail, with following inscription: "21.6, 4.0, 2.4 24 persons." Also six new oars, two circular lifebuoys, bearing Greek words "Flora, Thiras," and four lifebelts, one bearing inscription "Flora, SVRG." Photo of bodies and croquis (sketch) of lifebuoys sent through Consul to Ministry here. (Note.—Flora was supplied with a new lifeboat before leaving Sunderland. The letters SVRG are her signal letters. See issue of Feb. 29.)

April, 1940.

April, 1940.



*Tiberton*, of Newcastle. Off. No. 142861. Mason Master.  
 (British steamer) Narvik for Middlesbrough.

5225

Tons Gross

Date } 1920.

Built }

3190

Tons Net

Classification *Lloyd's Register + 100A1. Last survey May, 1939.*

Application submitted

REMARKS—

3<sup>rd</sup> April, 1940.

Member

making Application

Mr. R. D. Bradford.

21108  
40.

Interested as broker.

Owner

R. Chapman &amp; Son.

Fitted wireless

Cargo

Ore

Insurance effected at

Marine.  
War.Lloyd's & Companies  
North of England P. & I.  
Assn.

on Vessel

Marine.  
War.Sweden  
London

on Cargo

Latest Account

Sailed from Narvik for Middlesbrough  
on the 14<sup>th</sup> February, 1940.

Crew 34 including Master, Officers and 2 Apprentices

Number of days out

Days

From sailing to 3<sup>rd</sup> April, 1940.

49.

" " 10<sup>th</sup> " " "

56.

COMMITTEE'S DECISION—

On the Board - 3<sup>rd</sup> April, 1940.Toted Missing - 10<sup>th</sup> April, 1940.

**TIBERTON.**—London, Mar. 8.—In reply to inquiry asking if the steamer Tiberton, which left Narvik on Feb. 14, had arrived at Immingham, Lloyd's Agent at Grimsby telegraphed to-day: Tiberton not arrived.  
 In reply to inquiry Lloyd's Agent at Methil also telegraphed to-day: Tiberton last reported here Feb. 6.

**TIBERTON.**—London, Mar. 18.—The Newcastle steamer Tiberton is a month overdue and is believed to be lost with all hands. The owners have informed the relatives of the crew to this effect.



*El Sonador*, of Panama. (ex *Batavier III*). Andreou Master.  
(Panaman steamer)  
Methil for Gothenburg.

1406 Tons Gross Date } 1897.  
Built }

836 Tons Net Classification *Bureau Veritas Division I*

Application submitted

3<sup>rd</sup> April, 1940.

Member making Application

Mr. A. S. Taylor.  $\frac{21355}{40}$

Owner

*Cia. de Vapores Primera Limitada.*

Cargo

*Coal*

Insurance effected at

*Lloyd's & Companies*

} on Vessel

*Believed Sweden*

} on Cargo

Latest Account

*Sailed from Methil for Gothenburg  
on the 16th. February, 1940.*

Crew 17 including Master, Officers and — Apprentices

Number of days out

Days

*From sailing to 3<sup>rd</sup> April, 1940. 47.*

*10<sup>th</sup> 54.*

COMMITTEE'S DECISION—

*On the Board - 3<sup>rd</sup> April, 1940.*

*Posted Missing - 10<sup>th</sup> April, 1940.*

EL SONADOR. — London, Mar. 7. — In reply to inquiry asking if the steamer El Sonador, which left Methil Roads on Feb. 16 for Gothenburg, had arrived, Lloyd's Agents at Gothenburg cabled to-day: No arrival.



*Castlemoor*, of London. Off. No. 146613. Lisle Master.  
(British steamer)  
Halifax N.S. for Middlesbrough.

6574

Tons Gross

Date } 1922.

Built }

4078

Tons Net

Classification *Lloyd's Register + 100 A1. Last survey February, 1939.*

Application submitted

REMARKS—

10<sup>th</sup> April, 1940.

Member

making Application

Mr. A. G. Turner

$$\frac{22407}{40}$$

Interested as broker

Owner

Moor Line, Ltd.

Fitted wireless

Cargo

Steel ingots &amp; apples.

Insurance effected at

Marine - Lloyd's &amp; Companies

 War - { Newcastle War Risks Indemnity Assn. Ltd. } on Vessel  
           { United Kingdom Mutual War Risks } . . .

Unknown

on Cargo

Latest Account

Sailed from Halifax N.S. for Middlesbrough on the 16th. February, 1940 & was seen, in about 46° 14' N., 36° 4' W. at about 6 p.m. on the 23<sup>rd</sup> February, 1940 by British steamer *Dalemoor*.

Seen by Master of British steamer *Merchant Royal* on the 25<sup>th</sup> Feb. 1940  
 Crew 42 including Master, Officers and 4 Apprentices

Number of days out

Days

From last report to 10<sup>th</sup> April, 1940

47

. . . 17<sup>th</sup> . . .

54

COMMITTEE'S DECISION—

On the Board - 10<sup>th</sup> April, 1940Posted Missing - 17<sup>th</sup> April, 1940

**CASTLEMOOR.**—London Mar. 13. — In reply to inquiry, the owners of the steamer *Castlemoor*, which left Philadelphia on Feb. 8 and Halifax on Feb. 16, bound to the Tees, state that they have no later news of the vessel.

**CASTLEMOOR.**—London, Mar. 19. — In reply to inquiry, Lloyd's Agents at Middlesbrough write under date of Mar. 18: British steamer *Castlemoor* is on the list as being due here. It has been ascertained that the vessel has been expected since Mar. 2 from Philadelphia with a cargo of about 9500 tons steel ingots. (See issue of Mar. 14.)

**CASTLEMOOR.**—London, Mar. 21. — The Admiralty have notified the owners of the steamer *Castlemoor* that as vessel is gravely overdue she must be presumed lost. (Note.—*Castlemoor* left Philadelphia Feb. 8 and Halifax Feb. 16 for Middlesbrough.)



*Grutto*, of Rotterdam. Off. No. 75322. *Huiper Master*  
 (Dutch steamer) London for Rotterdam.

920 Tons Gross Date } 1925.  
 Buill }

449 Tons Net

Classification *Lloyd's Register + 100A1. Last survey January, 1940.*

Application submitted

REMARKS—

10<sup>th</sup> April, 1940.

Member making Application

Mr. F. N. Forster.

22897  
40.

Interested as broker.

Owner

Smith & Van Ommeren.

Fitted wireless

Cargo

General.

Insurance effected at

Partly London & Rotterdam } on Vessel

Not known.

} on Cargo

Latest Account

Sailed from London for Rotterdam on  
 the 5<sup>th</sup> March, 1940 & passed Southend  
 same day.

Crew 18 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 10<sup>th</sup> April, 1940.

36.

17<sup>th</sup>

43.

COMMITTEE'S DECISION—

On the Board - 10<sup>th</sup> April, 1940.

Posted Missing - 17<sup>th</sup> April, 1940.

GRUTTO.—London, Mar. 6.—Master of steamer *Batavier II* reports on arrival in Thames sighting raft made of drums and battens with two oars lashed on top marked "Grutto, of Rotterdam," in position 7½ miles SW. ¼ W. magnetic from Thornton Ridge Buoy at 8 36 a.m. Mar. 6.

Grutto sailed from Southend for Rotterdam at 11 30 a.m. on Mar. 5.

Rotterdam, Mar. 7.—Fears for the Dutch steamer *Grutto* were expressed in Rotterdam to-day by the owners, Smith and Van Ommeren. The *Grutto* left London for Rotterdam on Tuesday (Mar. 5) with a cargo of piece goods. She has a crew of 18. Now the owners have received a report that other vessels have found an empty raft marked "Grutto."—British United Press.

GRUTTO.—Rotterdam, Mar. 7.—There is anxiety here over the fate of the Dutch steamer *Grutto*, which left London on Mar. 5 and should have arrived here yesterday. The loss of the vessel with her crew of 18 is now believed almost certain, following news that other vessels yesterday observed an empty raft and wreckage marked "Grutto" near Thornton Bank in the North Sea.—Reuter.

GRUTTO.—Rotterdam, Mar. 8.—Belgian trawler *H 22* (Edouard Simon) has picked up a buoy marked "Grutto, Rotterdam" near Thornton Ridge Bank. A body was observed floating in the vicinity.—"Nieuwe Rotterdamsche Courant." (See issues of Mar. 8 and 9.)

GRUTTO.—Rotterdam, Mar. 30.—The body of the second mate of the steamer *Grutto* washed ashore yesterday on the coast of Texel.—"Nieuwe Rotterdamsche Courant." (See issue of Mar. 13.)



*Saba, of Voorburg.*  
(Dutch motor vessel)

397 Tons Gross

Date } 1939  
Built }

204 Tons Net

Classification

*British Corporation Register "British Standard"*

Application submitted

24<sup>th</sup> April, 1940.

Member

making Application

*Mr. A. G. Smith*

25138  
40

*Interested as broker*

Owner

*G. J. Roorda*

*Not fitted Wireless*

Cargo

*Iron Ore.*

Insurance effected at

*Holland (Partly re-insured  
London)*

on Vessel

*Rotterdam*

on Cargo

Latest Account

*Sailed from Caen for Ymuiden on the  
16th March, 1940.*

Crew 7 including Master, Officers and — Apprentices

Number of days out

Days

*From sailing to 24<sup>th</sup> April, 1940*

39

*" " 1<sup>st</sup> May, 1940*

46

COMMITTEE'S DECISION—

*On the Board - 24<sup>th</sup> April, 1940.*

*Posted Missing - 1<sup>st</sup> May, 1940.*

**SABA.**—Amsterdam, Mar. 27.—Anxiety for the safety of the Dutch motor vessel Saba, which is a week overdue, is felt in shipping circles here. She has a crew of seven. — Reuter. (Note.—Saba left Caen on Mar. 17.)

**SABA.**—London, Apr. 12. — In reply to inquiry with reference to the Dutch motor vessel Saba, which left Caen on Mar. 17, and concerning which anxiety was felt at Amsterdam, Lloyd's Agent at Amsterdam writes under date of Apr. 8: The motor vessel Saba is considered lost with all hands. The vessel must have left Caen, destination Amsterdam, but she has not arrived. Recently a lifebuoy, marked "Saba," was recovered from the North Sea. It is reported that this lifebuoy was damaged and is said to show traces of explosion. (See issue of Mar. 28.)



*P. Margaronis*, of Piraeus. Off. No. 31399. Chandras Master.  
(Greek Steamer) Antwerp for U. S. A.

4979 Tons Gross

Date } 1913.

Built

3173 Tons Net

Classification *Not classed*

Application submitted

## REMARKS—

29th. May, 1940.

Member

making Application

Mr. P. J. Hobbs.

30800

40.

+ 32053 (C'tee)

40

Interested as broker

Owner

D. P. Margaronis.

Fitted wireless

Cargo

Nil.

Insurance effected at

Lloyd's &amp; Companies

on Vessel

Nil

on Cargo

Latest Account

Sailed from Antwerp for U. S. A. on the  
6th. March, 1940, left The Downs on the 7-8th.  
March & signalled to Greek steamer  
Okeania on the 8th. March.

Crew 30 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 29th. May, 1940. 82.

5th. June, 1940. 89.

## COMMITTEE'S DECISION—

On the Board. - 29th May, 1940

Posted Missing - 5th. June, 1940.

Charlestown, Cornwall, Mar. 25. — A damaged lifebuoy, marked "P. MARGARONIS—Piraeus," has washed ashore near Mevagissey, Cornwall, to-day.

P. MARGARONIS.—London, Apr. 2.—Information received from the London agents of the owners of the Greek steamer P. Margaronis, dated to-day, states: Greek steamer P. Margaronis left Antwerp on Mar. 6 for United States or Canada, in ballast, to load for Antwerp. Time charterers advise that they have been endeavouring to get in touch with the vessel by wireless since Mar. 13, but have received no response. The P. Margaronis did not sail from this side for a definite port, and it was for the purpose of giving orders that the charterers have been trying to make contact with her. In our view the vessel should have reached the other side in 18 to 22 days, according to weather conditions, which means that she should have arrived at a port about Mar. 29.

P. MARGARONIS.—London, May 3.—Information received from the Ministry of Economic Warfare, states: Greek steamer P. Margaronis, Antwerp for Boston, in ballast, was cleared, by the boarding officer in the Downs on Mar. 7. (See issue of Apr. 3.)

P. MARGARONIS.—London, May 14.—Information received from the Greek Legation in London, states: Greek steamer P. Margaronis left the Downs Mar. 7-8 for North America. Since then no news of the vessel has been received. No answer was received to wireless calls from America made after Mar. 13. (See issue of Apr. 3.)

P. MARGARONIS.—London, May 20.—In reply to inquiry, Lloyd's Agent at Piraeus writes under date of May 8: I am informed by the representative of the owner of the Greek steamer P. Margaronis, that the Greek steamer Okeania, since lost, received a message from the P. Margaronis on Mar. 8 reporting the presence of mines. Since then no further news has been received. (See issue of May 15.)



*Antonis Georgandis*, of Piraeus. Los Master.  
 Rosario for Limerick  
 (Greek steamer)

3557 Tons Gross

Date } 1915

Built }

2172 Tons Net

Classification *Lloyd's Register +100 A.1. Last survey August, 1937.*

Application submitted

REMARKS—

31st July, 1940.

Member

making Application

Mr. R. S. Taylor

36452  
40.

Interested as broker

Owner

Georgandis Brothers

Fitted wireless

Cargo

Grain

Insurance effected at

Lloyd's &amp; Companies

on Vessel

on Cargo

ANTONIS GEORGANDIS. London, June 29.—In reply to inquiry asking if the Greek steamer Antonis Georgandis had arrived; Lloyd's Agents at Limerick telegraphed under date of June 28: Have been in communication with Loop Head, no sign of vessel. (Note.—Antonis Georgandis left St. Vincent, C.V., on June 5 for Limerick and was in wireless communication with Las Palmas on June 6.)

Latest Account

Sailed from Rosario for Limerick on the 14th May, 1940, left St. Vincent C.V. on the 5th June & was in wireless communication with Las Palmas on the 8th June.

Crew 26, including Master, Officers and — Apprentices

Number of days out

Days

From last report to 31st July, 1940.

53

" " " 7th August, "

60

" " " 14th " "

67

" " " 21st " "

74

COMMITTEE'S DECISION—

Deferred for 7 days - July 31.

On the Board - Aug. 7.

Remain on Board - " 14.

Posted Missing - " 21.



*Scientist*, of Liverpool. Off. No. 166247.  
(British steamer)

Windsor Master.  
Beira for Liverpool

6199 Tons Gross

Date } 1938.  
Built }

3794 Tons Net

Classification *Lloyd's Register* T100 A.1. Last survey February, 1940.

Application submitted

REMARKS—

31st July, 1940.

Member

making Application

Mr. W. A. Cantlay.

40246  
40

Interested as broker.

Owner

Charente S. S. Co., Ltd.

Fitted wireless

Cargo

General

Insurance effected at

—

on Vessel

Marine -  
War -

Lloyd's  
War Risks

on Cargo

Latest Account

Sailed from Beira for Liverpool on the  
17th. April, 1940 & left Durban on  
the 27th. April.

Crew 76 including Master, Officers and 2 Apprentices

Number of days out

Days

From last report to 31st July, 1940.

96

" " " 7th August "

103.

" " " 14th August "

110.

COMMITTEE'S DECISION—

Deferred for 7 days - July 31.

Posted as untraced - Aug. 28.

SCIENTIST.—London, May 23.—The following message has been received from the owners of the steamer Scientist: We wish to inform you that the Scientist left Durban on Apr. 27, routed to Sierra Leone, but has not yet arrived there. On her previous voyage the passage between the two ports occupied 16 days.

SCIENTIST.—London, July 3.—The Admiralty have to-day informed the owners of the steamer Scientist that the vessel is gravely overdue and must be considered lost. (See issue of May 24.)

SCIENTIST.—London, July 30.—A boat from steamer Scientist was washed ashore on east coast of St. Helena on July 25. Boat had brown paint badly worn off leaving white undercoat. An attempt had apparently been made to sink it as waterline was axed through in many places and ballast tanks pierced by axe. (See issues of May 24 and July 4.)



*Angele Mabro*, of Alexandria. *Kilikas Master*  
*(Egyptian steamer)* *Bilbao for Cardiff.*

3154 Tons Gross Date } 1898.

1988 Tons Net

Build }  
 Classification *Lloyd's Register +100A1 Last survey February, 1940.*

Application submitted

REMARKS—

*4th. September, 1940*

*Member*

*making Application*

*Mr. F. Y. Finch*

*44689*  
*40.*

*Interested as broker.*

Owner

*T. Mabro.*

*Fitted wireless.*

Cargo

*Iron ore.*

Insurance effected at

*Ministry of Shipping,  
 War Risks Insce. Office,  
 London.*

*on Vessel*

*&*

*on Cargo*

ANGELE MABRO.—London, Aug. 2.—  
 In reply to inquiry asking Lloyd's  
 Agents at Alexandria to obtain from  
 the owner of the steamer Angele Mabro  
 the latest news of the vessel, the follow-  
 ing cable has been received, dated  
 Aug. 2: Latest news is cable from  
 Bilbao, dated July 3, advising sailing  
 for Cardiff that day.

London, Aug. 3.—  
 In reply to inquiry asking for news of  
 the Egyptian steamer Angele Mabro,  
 Lloyd's Agents at Bilbao cable, under  
 date of Aug. 3: Angele Mabro sailed  
 July 6 for Cardiff.

Latest Account

*Sailed from Bilbao for Cardiff on the  
 3rd. July, 1940.*

Crew *26* including Master, Officers and — Apprentices

Number of days out

*From sailing to 4th. Sept., 1940.*

Days

*63.*

COMMITTEE'S DECISION—

*Deferred*

*4th. Sept., 1940.*



*Letty*, of Liverpool. Off. No. 127953.  
(British Steamer)

Pritchard Master.  
Liverpool for Buncrana.

339 Tons Gross Date } 1908  
Built }

127 Tons Net Classification *Lloyd's Register T/OOI. Last survey March, 1939.*

Application submitted

REMARKS—

11th. September, 1940.

Member making Application

Mr. H. R. Monroe

$\frac{45328}{40}$

Interested as broker.

Owner

Kyle Shipping Co., Ltd.

Not fitted wireless.

Cargo

Coal

Insurance effected at

Lloyd's & Companies

on Vessel

Stephenson Clarke & Assoc.  
Cos. Ltd. Ince. Dept. London.

on Cargo

Latest Account

Sailed from Liverpool for Buncrana  
on the 21st. August, 1940.

Crew 7 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 11th. Sept., 1940.

21.

18th.

28.

COMMITTEE'S DECISION—

On the Board

11th. Sept., 1940.

Posted Missing

18th. Sept., 1940.

LETTY.—Liverpool, Aug. 29. — Steamer Letty: Master's body reported washed ashore Hilbre Island.

Liverpool, Aug. 29.—Monroe Bros., the owners of the steamer Letty, have now learned that a second body has been recovered. Vessel left Liverpool on Aug. 21 for Buncrana.

LETTY.—Liverpool, Aug. 28.—Information received from the owners of the steamer Letty states: The vessel left Liverpool at noon on Wednesday (Aug. 21) for Buncrana, where she would have arrived, in the normal course of events, on Friday. We have had no word of the vessel since leaving the Mersey and, as the master's body was washed ashore a few miles from the Mersey, it appears the vessel has been lost. (See issue of Aug. 30.)



*Aspasia*, of Chios.  
(Greek steamer)

Pittas Master.  
Takoradi for Workington.

4211 Tons Gross Date } 1914

2615 Tons Net

Built }  
Classification Lloyd's Register T100A1 Last survey March, 1938.

Application submitted

REMARKS—

18th. September, 1940.

Subscriber making Application

Mr. J. H. Perry.

45641  
40.

Interested as Underwriter.

Owner

J. Th. Galakis

Fitted wireless

Cargo

Iron ore

Insurance effected at

Lloyd's & Government War  
Risk Office

on Vessel

on Cargo

ASPASIA.—London, Sept. 2.—In reply to inquiry the London agents of the owners of the steamer Aspasia state that the vessel left St. Vincent, C.V., on Aug. 6 for Workington and was last seen on Aug. 7 by the steamers Meropi and Maritima.

ASPASIA. — London, Sept. 3. — In reply to inquiry asking if the steamer Aspasia had arrived, Lloyd's Agent at Workington telegraphed to-day: No news; considered much overdue. (See issue of Sept. 3.)

Latest Account

Sailed from Takoradi for Workington on the 13th. July, 1940 & left St. Vincent C.V. on the 5th. August. Was seen on 7th. August by steamers Meropi & Maritima.

Crew 28 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 18th. Sept., 1940. — 44.

" " " 25th. Sept., 1940 — 51.

" " " 2nd. Oct., 1940 — 58.

COMMITTEE'S DECISION—

Deferred — 18th. Sept., 1940

On the Board — 25th. Sept., 1940

Posted Missing — 2nd. Oct., 1940



*Mercurius*, of Hillegerberg.  
(Dutch motor vessel)

170 Tons Gross

Date } 1929.  
Built }

88 Tons Net

Classification *Not classed*

Schutte Master.  
Tyne for Ipswich.

Application submitted

2nd. October, 1940.

Subscriber making Application

Mr. J. C. Goodman.

46995  
40.

Interested as broker on cargo.

Owner

C. Holcher.

Not fitted wireless.

Cargo

Coal.

Insurance effected at

London

} on Vessel

London

} on Cargo

Latest Account

Sailed from Tyne for Ipswich on the  
19th. June, 1940.

Crew 4 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 2nd. Oct., 1940 - 106.  
" " 23rd. Oct., 1940 - 127  
" " 30th Oct., 1940 - 134

COMMITTEE'S DECISION—

~~S~~  
Deferred for 7 days - 23rd. Oct., 1940.  
*Post as untraced* - 30th. Oct., 1940.



*Killoran*, of Mariehamn.  
(Finnish barque)

Leman Master.  
Buenos Aires for Las Palmas.

1817 Tons Gross Date } 1900

1523 Tons Net

Classification Lloyd's Register +100A1. Last survey May, 1939.

Application submitted

REMARKS—

9th. October, 1940.

Member making Application

Sir O. G. Holmden. K. B. E. 485-60.  
40.

Interested as London Agents for owner.

Owner

Bederi A/B Killoran (G. Erikson)

Not fitted wireless.

Cargo

Bagged maize & bagged sugar

Insurance effected at

Lloyd's & Companies.

on Vessel

Lloyd's & Companies.

on Cargo

KILLORAN (s.v.).—London, Sept. 7.—  
In reply to inquiry with reference to the  
barque Killoran, Lloyd's Agents at Las  
Palmas cabled on Sept. 6: Barque  
Killoran has not arrived; no news.  
(Note.—Killoran left Buenos Aires on  
June 15 for Las Palmas.)

KILLORAN (s.v.).—London, Sept. 12.—  
The following cable has been received  
from the owners of the Finnish barque  
Killoran, dated Mariehamn, Sept. 11:  
Barque Killoran: No reports, remember  
must pass twice North Doldrums.

Latest Account

Sailed from Buenos Aires for Las Palmas on the  
15th. June, 1940 & left Buenos Aires Roads same  
day.

Crew 18 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 9th. Oct., 1940. — 116.

• • • 23rd Oct., 1940. — 130

• • • 30th. Oct., 1940 — 137

COMMITTEE'S DECISION—

Deferred for 14 days. — 9th. October, 1940

On the Board — 23rd Oct., 1940

Posted Missing — 30th. Oct., 1940



*Magdalena* of West Hartlepool. *Allen Master.*  
*(British steamer)* Off. No. 162709. *St. John's N.F. for Birkenhead.*

3118 Tons Gross Date } 1923.  
 1842 Tons Net Build }

Classification *Lloyd's Register +100A1. Last survey November, 1939.*

Application submitted

REMARKS—

23rd. October, 1940.

Member making Application

Mr. E. Hough.

Interested as broker on vessel

Owner

Smith, Hogg & Co., Ltd.

Fitted wireless

Cargo

Iron ore

Insurance effected at

Lloyd's & Companies

on Vessel

MAGDALENA.—London, Sept. 19.—A steamer, believed to be the Magdalena, has been torpedoed.

MAGDALENA.—London, Oct. 7.—The Admiralty have to-day notified the owners of the steamer Magdalena that the vessel is gravely overdue and must be presumed lost. (See issue of Sept. 20.)

Not known

on Cargo

Latest Account

Sailed from St. John's N.F. for Birkenhead on the 10th. September, 1940.

Crew 31 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 23rd. Oct., 1940. - 43.

30th. Oct., 1940 - 50.

COMMITTEE'S DECISION—

On the Board - 23rd. Oct., 1940.

Posted Missing - 30th. Oct., 1940.



*Anglo Saxon*, of London. Off. No. 161279. Flynn Master.  
(British steamer) Newport Mon. for Bahia Blanca.

5596 Tons Gross

Date } 1929.

3401 Tons Net

Built }  
Classification Lloyd's Register + 100A1. Last survey November, 1939.

Application submitted

REMARKS—

~~30th. October, 1940.~~

6th. November, 1940.

Member

making Application

Mr. E. Hough

50699  
40

Interested as broker.

Owner

Nitrate Producers L. S. Co., Ltd.

Fitted wireless

Cargo

Coal

Insurance effected at

Lloyd's &amp; Companies

on Vessel

Not known

on Cargo

Latest Account

Sailed from Newport, Mon. for Bahia Blanca  
on the 6th. August, 1940 & left Milford  
Haven on the 8th. August.

Crew 41 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 30th Oct., 1940 —

85

" " 6th Nov., 1940 —

92

COMMITTEE'S DECISION—

Application withdrawn.  
11/11/40.

ANGLO-SAXON.—London, Oct. 1.—The Admiralty have to-day notified the owners of the steamer Anglo-Saxon that the vessel is gravely overdue and must be presumed lost. (Note.—Anglo-Saxon left Newport Aug. 6 and Milford Haven Aug. 8 for Bahia Blanca.)

ANGLO SAXON.—London, Oct. 10. — In reply to inquiry the owners of the steamer Anglo-Saxon write, under date of Oct. 10: We regret to have to inform you that we have no further news of the vessel since she left Milford Haven on Aug. 8. (See issue of Oct. 2.)

Two seamen, G. Tapscott, aged 19, of Cardiff, and R. Widdicombe, aged 21, of Newport, members of the crew of the British steamer Anglo Saxon, have reached Eleuthera Island, the Bahamas, after a voyage of about two months in a ship's boat. The Anglo Saxon is considerably overdue on a voyage from this country to South America. She is a vessel of 5596 tons gross, owned by Lawther, Latta & Co., Ltd.



*Albionie*, of Hull. Off. No. 147131.  
(British steamer)

Thompson Master.  
Wabana for Birkenhead.

2468 Tons Gross

Date } 1924.  
Built }

1497 Tons Net

Classification Lloyd's Register 100A1. Last survey July, 1940.

Application submitted

REMARKS—

6th. November, 1940.

Member making Application

Mr. E. Hough.

51291  
40

Interested as broker.

Owner

W. H. Bockerline & Co.

Fitted wireless

Cargo

Iron ore

Insurance effected at

Lloyd's & Companies

on Vessel

on Cargo

ALBIONIC. — London, Oct. 7. — The Admiralty have to-day notified the owners of the steamer Albionie that the vessel is gravely overdue and must be presumed lost. (Note: Albionie left Wabana on Aug. 31 for Liverpool.)

ALBIONIC. — London, Oct. 11. — In reply to inquiry the owners of the steamer Albionie, which left Wabana on Aug. 31 for Liverpool, write from Filey, Yorkshire, under date of Oct. 10: We regret to state that we received a notification yesterday from the Admiralty that as no further news has been received the vessel must be presumed lost. (See issue of Oct. 8.)

Latest Account

Sailed from Wabana, N.F. for  
Birkenhead on the 31st. August, 1940.

Crew 25 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 6th. Nov., 1940 — 67.  
" 13th. " " — 74.

COMMITTEE'S DECISION—

Deferred.

Transferred to untraced vessels.



*Coast Wings*, of London. Off. No. 142362. Davies Master.  
(British Steamer) *Gourock for Lisbon.*

862 Tons Gross Date } 1916.

378 Tons Net

Built }  
Classification *Lloyd's Register +100A1. Last survey December, 1939*

Application submitted

REMARKS—

6th. November, 1940.

Member making Application

Mr. L. W. Mountain  $\frac{51500}{40}$

*Interested as broker*

Owner

*Wing Line, Ltd.*

*Not fitted wireless*

Cargo

*General*

Insurance effected at

*Lloyd's*

on Vessel

on Cargo

Latest Account

*Sailed from Gourock for Lisbon on the 20th September, 1940 (in convoy) & was seen to drop out of convoy on the 27th September. (Seen by Master of Dagmar I on Sep. 27. at dusk)*

Crew  $\frac{16}{}$  including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 6th. Nov. 1940 — 40.*

*• • • 13th. • • • 47.*

COMMITTEE'S DECISION—

*On the Board — 6th. Nov. 1940.*

*Posted Missing — 13th. Nov. 1940.*

COAST WINGS. — London, Oct. 11. — In reply to inquiry asking if the steamer Coast Wings had arrived, Lloyd's Agents at Lisbon cabled on Oct. 10: Charterers' agents consider vessel overdue as she has not arrived.

COAST WINGS. — London, Oct. 22. — In reply to inquiry with reference to the British steamer Coast Wings, which left the River Clyde on Sept. 20 for Lisbon, the owners write from Cardiff, under date of Oct. 17: We deeply regret to say that we have not received any further news of this steamer. (See issue of Oct. 12.)

COAST WINGS. — London, W., Oct. 30. — Steamer Coast Wings, of London, for Lisbon, with general cargo, left Gourock in convoy on Sept. 20, and, according to information received from Lisbon, lost touch with the convoy when about seven days from Lisbon. She is now long overdue and it is feared that she is lost. (See issues of Oct. 12 and 23.)

London, Oct. 31. — The Admiralty to-day notified the owners of the steamer Coast Wings that the vessel is gravely overdue and must be presumed lost.

COAST WINGS. London, Nov. 6. — Steamer Coast Wings was last seen by the steamer Dagmar I, on Sept. 24 or 25, rapidly dropping behind the convoy. (See issue of Nov. 1.)



No. 3785.

Benarty, of Leith. Off. No. 148256.  
(British steamer)Watt Master.  
Rangoon for United Kingdom

5800 Tons Gross

Date } 1926.

Built }

3684 Tons Net

Classification Lloyd's Register +100 A1. Last survey December, 1939

Application submitted

REMARKS—

6th. November, 1940.

Member making Application

Mr. C. L. Nunn

514 84  
40.

Interested as broker.

Owner

Ben Line Steamers, Ltd.

Fitted wireless

Cargo

General

Insurance effected at

Tindall Riley & Co. & the  
North of England Protecting  
& Indemnity Assn.

} on Vessel

Lloyd's &amp; Companies

} on Cargo

Latest Account

Sailed from Rangoon for United Kingdom  
on the 29th. August, 1940 & was in  
wireless communication on the  
10th. September.

Sunk on the 10th September in 215, 71 E (Secret book. p. 52)

Crew 50 including Master, Officers and 2 Apprentices

Number of days out

Days

From last report to 6th. Nov., 1940. — 57  
" " " 13th. " " — 64

COMMITTEE'S DECISION—

Deferred.

Not proceeded with.

**BENARTY.**—London, Oct. 4.—The Admiralty have to-day notified the owners of the steamer Benarty that as no further news has been heard of the vessel she is presumed to have been lost owing to enemy action. (Note.—Benarty left Rangoon on Aug. 29 for Durban and the United Kingdom.)

**BENARTY.**—London, Oct. 11.—In reply to inquiry with reference to the British steamer Benarty, which left Rangoon on Aug. 29 for Durban and the United Kingdom, the owners of the vessel write from Leith under date of Oct. 9: We have had no information as to the vessel's position except an intimation from the Admiralty that she must now be assumed to be lost by enemy action. They state, however, that they have reason to believe that most of the crew are prisoners of war. (See issue of Oct. 5.)

**BENARTY.**—London, Oct. 31.—On Sept. 10 a wireless message was received from the steamer Benarty stating that she was being attacked by an aeroplane from a ship, presumably a raider.



*Merisaar, of Tallinn*  
(*Estonian steamer*)

*Schmidt Master.*  
*New Orleans for Clyde.*

2136 Tons Gross

Date } 1900

1288 Tons Net

Built }

Classification *Lloyd's Register +100A1. Last survey July, 1938.*

Application submitted

REMARKS—

*6th. November, 1940.*

*Member*

making Application

*Mr. C. C. Mc Niel*

*51239*  
*40.*

*Interested as brokers.*

Owner

*A/S Merilaid & Co.*

*Fitted wireless*

Cargo

Insurance effected at

*on Vessel*

*on Cargo*

**MERISAAR.**—London, Aug. 12. — Information received, dated Tallinn, Aug. 10, states: Information received from German Legation states that steamer Merisaar was sunk by German aircraft, on July 15. Crew left vessel in lifeboats, but no news about landing.

Latest Account

*Sailed from New Orleans for Clyde on the 23rd. June, 1940.*

Crew *Not known* including Master, Officers and

Apprentices

Number of days out

Days

*From sailing to 6th. Nov., 1940 - 136.*  
*" " 13th. " " - 143.*

COMMITTEE'S DECISION—

*Deferred.*  
*Not proceeded with*



*Tela*, of Rotterdam.  
(Dutch steamer)

de Graaf Master.  
Rosario for United Kingdom.

3777 Tons Gross Date } 1911  
Build }

2343 Tons Net Classification *Lloyd's Register +100A1* Last survey December, 1939.

Application submitted

REMARKS—

6th. November, 1940.

Member making Application

Mr. H. G. Mann 51776  
40.

Interested as brokers on portion cargo.

Owner

Maats. Verkeersvaart N. V.

Fitted wireless

Cargo

Grain

Insurance effected at

London

} on Vessel

London (portion in which  
interested).

} on Cargo

Latest Account

Sailed from Rosario for United  
Kingdom on the 5th. July, 1940.

Crew 33 including Master, Officers and - Apprentices

Number of days out

Days

From sailing to 6th. Nov., 1940. - 124.  
" " 13th. " " - 131.

COMMITTEE'S DECISION—

Deferred.

Transferred to untraced vessels.

TELA.—London, Aug. 16.—The Admiralty have notified the managers of the steamer Tela that the vessel is gravely overdue and must be presumed lost. (Note.—Tela left Rosario on July 5 for Holyhead.)



*Haig Rose*, of Liverpool. Off. No. 143705. *Roberts Master.*  
*(British steamer).* *Barry for Plymouth.*

1117 Tons Gross Date } 1920.

608 Tons Net

Built

Classification *Lloyd's Register +100A1. Last survey January, 1940.*

Application submitted

REMARKS—

4th. December, 1940.

Member

making Application

Mr. L. W. Saxby  $\frac{54465}{40}$

Interested as brokers.

Owner

Richard Hughes & Co. (Liverpool) Ltd.

Not fitted wireless

Cargo

Coal

Insurance effected at

War Risks Club,  
Lloyd's & Companies

on Vessel

on Cargo

Latest Account

Sailed from Barry for Plymouth on the  
5th. November, 1940 & passed Barry  
Island Signal Station same day.

Crew 13 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 4th. Dec., 1940 — 29.

" " 11th. " " — 36.

COMMITTEE'S DECISION—

On the Board — 4th Dec., 1940

Posted Missing — 11th Dec., 1940

HAIG ROSE.—London, Nov. 19.—Steamer Haig Rose, which left Barry on Nov. 5 for Plymouth and passed Barry Island on Nov. 5, has not arrived and fears are entertained for her safety.

London, Nov. 19.—In reply to inquiry asking for news of the steamer Haig Rose, Lloyd's Agent at Milford Haven telegraphs Nov. 19: No information of steamer Haig Rose.

HAIG ROSE.—London, Nov. 20.—The Admiralty to-day notified the owners of the steamer Haig Rose that the vessel is gravely overdue and must be presumed lost. (See issue of Nov. 20.)



*Oostplein*, of Rotterdam.  
(Dutch steamer)

*Lievenoe Master.*

5059 Tons Gross Date } 1921.  
Built }

3062 Tons Net Classification *Not classed*

Application submitted

REMARKS—

*18th. December, 1940.*

Member making Application

*Mr. H. L. Quartermaine*

*56702*  
*40*

*Interested as broker.*

Owner

*N. V. S. M. Millingen*

*Fitted wireless.*

Cargo

*Coal & coke*

**OOSTPLEIN.**—London, Oct. 16. —Steamer Oostplein left Hull on July 23 for Buenos Aires and has not yet arrived; she is therefore considerably overdue.

**OOSTPLEIN.**—London, Oct. 17. —The Admiralty to-day notified the Netherlands Shipping Committee that as the steamer Oostplein is gravely overdue she must be presumed lost. (See issue of Oct. 17.)

Insurance effected at

*London*

*on Vessel*

—

*on Cargo*

Latest Account

*Sailed from Hull for Buenos Aires on the 23rd. July, 1940 & left Methil Roads on the 26th. July.*

Crew *34* including Master, Officers and — Apprentices

Number of days out

Days

*From ~~sailing~~ last report to 18th. Dec., 1940. — 145.*

COMMITTEE'S DECISION—

*Transferred to Untraced*



*Amlwch Rose*, of Liverpool, Off. No. 162345. Martin Master  
(British Steamer)  
Partington for Dublin

632 Tons Gross

Date } 1931

Built }

277 Tons Net

Classification *Lloyd's Register F 100 A1 Last survey March, 1939*

Application submitted

REMARKS—

*1st January, 1941*

Subscriber making Application

*Mr. H. E. Groves**58129/40**Interested as brokers*

Owner

*Richard Hughes & Co. (Liverpool) Ltd.**Not fitted wireless*

Cargo

*Coal*

Insurance effected at

*Lloyd's*

} on Vessel

} on Cargo

Latest Account

*Sailed from Partington for Dublin on the  
5th December, 1940 and cleared the Mersey  
on the same day*

Crew 10 including Master, Officers and — Apprentices

Number of days out

Days

*From sailing to 1st January, 1941—26**" " 8th " " 33*

COMMITTEE'S DECISION—

*On the Board**1st Jan. 1941**Posted Missing**8th Jan. 1941*

AMLWCH ROSE.—Liverpool, Dec. 12.—  
Steamer Amlwch Rose is overdue at  
Dublin. (Note.—Amlwch Rose left  
Partington on Dec. 5 for Dublin.)  
AMLWCH ROSE.—Liverpool, Dec. 13.—  
The owners of the steamer Amlwch Rose  
state that the body of the second  
engineer of the vessel has been washed  
ashore at Rhyl.  
AMLWCH ROSE.—Liverpool, Dec. 21.—  
The owners of the steamer Amlwch  
Rose state that two bodies have been  
washed ashore, one at Rhyl and one at  
Prestatyn, which have been identified  
as those of members of the crew.



*Privet*  
(British Steamer)  
360 Tons Gross

Date } 1936  
Built }

Classification *Lloyd's Register F100A1. Last survey November, 1938.*

*Parry Master.*

*Birkenhead for Belfast.*

129 Tons Net

Application submitted

REMARKS—

22nd January, 1941

Subscriber

making Application

*Mr. F. Joslin*

2730/41

*Interested as broker*

Owner

*Newry & Kilkeel Steamship Co. Ltd.*

*Not fitted wireless.*

Cargo

*Coal*

Insurance effected at

London { *Marine - Lloyd's & Companies*  
          { *War - West of England Club* } on Vessel

Belfast } on Cargo

Latest Account

*Sailed from Birkenhead for Belfast  
on the 5th December, 1940.*

Crew 9 including Master, Officers and — Apprentices

Number of days out

Days

1941 From sailing to 22nd January, 1941. 48

" " 29th " " 55

COMMITTEE'S DECISION—

*On the Board* 22nd Jan, 1941

*Posted Missing* 29th Jan, 1941

**PRIVET.**—Liverpool, Dec. 12.—Under-  
stood steamer Privet is overdue. (Note.  
—Privet left Liverpool on Dec. 5 for  
Belfast.)

**PRIVET.**—London, Dec. 13.—The fol-  
lowing telegram, dispatched at 1.42 p.m.,  
Dec. 12, has been received from the  
owners of the steamer Privet:  
Privet left Birkenhead Thursday  
(Dec. 5) with a cargo of coal for Bel-  
fast, no reports or news of vessel since  
leaving Birkenhead.

**PRIVET.**—London, Jan. 13.—The  
Admiralty have to-day informed the  
owners of the steamer Privet that the  
vessel is gravely overdue and must be  
presumed lost.



*Kyleglen*, of Liverpool, Off. No. 137537. Storer Master  
(British Steamer) Middlesbrough for Sydney (N.S.) & Baltimore

3670 Tons Gross

Date } 1917

Built }

2335 Tons Net

Classification Lloyd's Register  $\pm$  100A1 Last survey November, 1940

Application submitted

REMARKS—

5th February, 1941

Member

making Application

Mr. K. R. Monroe

4234/41

Interested as Owners Agent

Owner

Kyle Shipping Company Ltd.

Fitted wireless.

Cargo

Insurance effected at

Lloyd's.  
Government War Risks Scheme } on Vessel

} on Cargo

Latest Account

Sailed from Middlesbrough for Sydney (N.S.)  
and Baltimore on the 3rd December, 1940  
and left Oban on the 9th December, 1940

Crew 36 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 5th February, 1941. 58

" " " 12th " 15

COMMITTEE'S DECISION—

On the Board 5th Feb. 1941

Posted Missing 12th Feb. 1941

KYLEGLEN.—London, Jan. 20.—The Admiralty have notified the owners of the steamer Kyleglen that the vessel is gravely overdue and must be presumed lost.



*Ashcrest*, of London, Off. No. 171312. *Marit Master.*  
(British steamer) Philadelphia for Middlesbrough.

5652 Tons Gross

Date } 1920

Built }

3524 Tons Net

Classification

Lloyd's Register  $\pm$  100A1 Last survey March, 1940

Application submitted

REMARKS—

12th February, 1941

Member

making Application

Mr. C. H. Edmonds

5796/41

Interested as Broker

Owner

Grest Shipping Co. Ltd.

Fitted wireless

Cargo

Steel

Insurance effected at

Marine - Lloyd's; British Companies

on Vessel

War - Lloyd's; War Risk  
Insurance Office

on Cargo

Latest Account

Tailed from Philadelphia for Middlesbrough  
on the 16th November, 1940, left Sydney (N.S.)  
on the 22nd November, 1940 and was in lat.  
55.12 North, long. 10.2 West on the 8th  
December, 1940, at 10.19 a.m.

Crew 37 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 12th February, 1941 — 66

" " " 19th " " — 73

COMMITTEE'S DECISION—

On the Board

12th Feb. 1941

Posted Missing

19th Feb. 1941.

ASHCREST.—London, Dec. 7.—Steamer Ashcrest was in lat. 55 N., long. 9 8 W., drifting 135 degs. at 1 1/2 knots at 9 20 a.m. to-day and at 2 38 p.m. was in lat. 54 50 N., long. 9 7 W., in danger of drifting ashore. At 6 46 p.m., she sent the following wireless message: S O S position lat. 54 35 N., long. 9 20 W., rudder broken, assistance urgently required.

A tug has been ordered to assist but is unable to proceed until weather moderates.

London, Dec. 8.—Following received by wireless from steamer Ashcrest at 7 10 a.m.: Propeller now slack, partly broken, tug assistance essential, rudderstock broken. Vessel heading between 310 deg. and five deg., speed 2 1/2 knots, position at 7 a.m. approximately lat. 55 10 N., long. 10 W.

London, Dec. 8.—Following received by wireless from steamer Ashcrest at 10 19 a.m.: Position approximately lat. 55 12 N., long. 10 2 W., immediate assistance required, vessel badly strained and leaking, pumps unable to cope with water.

ASHCREST.—London, Dec. 11.—Steamer Ashcrest: Search by aircraft and surface vessels has failed to locate vessel.

ASHCREST.—London, Jan. 14.—In reply to inquiry with reference to the British steamer Ashcrest, Philadelphia for Tees, which reported by wireless in December that her rudder was broken and that she required assistance, the owners write under date of Jan. 13 that there is no further information regarding this steamer.



*Antonis, of Chios*  
(Greek steamer)

*Valantassis Master*  
*Barry for Rosario*

3729 Tons Gross

Date } 1915  
Built }

2320 Tons Net

Classification

*Lloyd's Register F 100 A1. Last survey August, 1939*

Application submitted

REMARKS—

*19th February, 1941.*

Member making Application

*Mr. P. J. Hobbs*

*6255/41*

*Interested as Broker*

Owner

*Antonis G. Lemos Tens*

*Fitted wireless*

Cargo

*Coal*

Insurance effected at

*Lloyd's & Companies*

*on Vessel*

*on Cargo*

ANTONIS.—London, Feb. 5. — Information received from the owners of the steamer Antonis states: Vessel left Barry on Dec. 13 for Rosario and was reported at St. Vincent, C.V., on Jan. 3, but we regret that up to the time of writing we have no news of her arrival at discharging port, where she was due on Jan. 25. Our agents in Buenos Aires have endeavoured to get in touch with the vessel by wireless, but have so far been unsuccessful.

Latest Account

*Sailed from Barry for Rosario on the 13th December, 1940 and left St. Vincent (C.V.) on the 4th January, 1941*

Crew 28 including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 19th February, 1941 — 46*

COMMITTEE'S DECISION—

*Transferred to Untraced Vessels*



*Kolchis, of Piraeus*  
(Greek steamer)

2219 Tons Gross

Date } 1909

Built }

1314 Tons Net

Classification

*Bureau Veritas Division 1. Last survey March, 1940.*

Application submitted

REMARKS—

*19th February, 1941.*

Member

making Application

*Mr. H. J. G. Stanton*

*6542/41*

*Interested as Broker*

Owner

*Synodinos Brothers*

*Not fitted wireless*

Cargo

*Grain*

Insurance effected at

*Lloyd's & Companies*

*on Vessel*

*on Cargo*

**KOLCHIS.** — London, Jan. 17. — The Admiralty have reported that the Greek steamer Kolchis is gravely overdue and must be presumed lost. (Note.—Kolchis left Sorel on Nov. 12 and Sydney, N.S., on Nov. 22 for Belfast and Cardiff.)

Latest Account

*Sailed from Sorel for Belfast and Cardiff on the 12th November, 1940 and left Sydney (N.S.) on the 22nd November, 1940.*

Crew 23 including Master, Officers and — Apprentices

Number of days out

Days

*from last report to 19th February, 1941— 89*

*26th*

*96*

COMMITTEE'S DECISION—

*On the Board*

*19th Feb, 1941*

*Posted Missing*

*26th Feb., 1941*



*Ringwall*, of Liverpool. Off. No. 143711. Hunt Master.  
(British steamer) Dublin for Silloth.

407 Tons Gross

Date } 1921

159 Tons Net

Built }  
Classification Lloyd's Register #100 A1. Last survey March, 1938

Application submitted

REMARKS—

12th March, 1941

Member

making Application

Mr. E. Blackmore

9312/41

Interested as Broker

Owner

Wallace Bros., Ltd.

Not fitted wireless

Cargo

Insurance effected at

Lloyd's &amp; Companies

on Vessel

on Cargo

Latest Account

Sailed from Dublin for Silloth on  
the 26th January, 1941.

Crew 8 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 12th March, 1941 — 45

" " " 19th " " — 52

COMMITTEE'S DECISION—

On the Board 12th March

Posted Missing 19th March

RINGWALL.—London, Feb. 4.—In reply to inquiry asking if the steamer Ringwall, which left Dublin on Jan. 26 for Silloth, was sheltering in the vicinity, Lloyd's Agent at Ramsey, I.O.M., telegraphed on Feb. 1: Regret no information concerning Ringwall in Isle of Man.

London, Feb. 4.—In reply to inquiry asking if the steamer Ringwall had arrived at Silloth, Lloyd's Agents at Workington stated on Feb. 3: There has been no news of the vessel since she left Dublin on Jan. 26, and the owners, we understand, are anxious about her. The weather has been bad and we hope that the steamer is safe, having taken shelter somewhere.

London, Feb. 4.—In reply to inquiry, the owners of the steamer Ringwall telegraphed from Dublin on Feb. 4: Ringwall left Dublin at 7 p.m. on Sunday, Jan. 26, for Silloth, light. We have had no news of crew or vessel since.



*Homeside, of Newcastle. Off. No. 148100. Beedle Master*  
*(British steamer)*  
*4617 Tons Gross*  
*2859 Tons Net*  
*Application submitted*

Date } 1924  
 Built }

Classification

*Lloyd's Register F 100A1. Last survey Nov, 1940*

## REMARKS—

*12th March, 1941*

Member making Application  
*Mr. E. Hough*

*6171/41*

*Interested as Broker*

Owner

*The Charlton Steam Shipping Co. Ltd.*

*Fitted wireless.*

Cargo

*Iron ore*

Insurance effected at

*London*

*on Vessel*

*on Cargo*

Latest Account

*Sailed from Freetown on the 8th January, 1941, on a voyage from Pepel to Middlesbrough and was in lat. 43.52 N., long. 18.40 W. on the 28th January, 1941, at 9.45 a.m.*

*Crew 37 including Master, Officers and - Apprentices*

Number of days out

Days

*From last report to 12th Mar., 1941. - 43*  
*" " " 19th " " - 50*

## COMMITTEE'S DECISION—

*On the Board 12th March 1941*

*Posted Missing 19th March 1941*

**HOMESIDE.**—London, Jan. 3.—Steamer Homeside is delayed at Freetown owing to machinery defects.

**HOMESIDE.**—London, Jan. 9.—Steamer Homeside left Freetown on Jan. 8 for Glasgow.

**HOMESIDE.**—London, Jan. 28.—Steamer Homeside in lat. 43 52 N., 18 40 W., leaking heavily in No. 1 hold, requires immediate assistance.

London, Jan. 28.—Following wireless message was received from steamer Homeside at 9 45 a.m. to-day: In 43 52 N., long. 18 40 W., vessel leaking heavily; now taking to boats.

**HOMESIDE.**—London, W., Feb. 21.—The owners of the steamer Homeside write from Newcastle-upon-Tyne, under date of Feb. 11: The Admiralty informed us by telephone on Jan. 28 that a wireless message had been received from the Homeside stating that she was leaking in No. 1 hold and that the crew were taking to the boats. On Feb. 7 we received a letter from the Admiralty, dated Feb. 6, stating that nothing further had been heard since the distress signals on Jan. 28, and that, as all other ships of the convoy in which the Homeside sailed had been accounted for, they were of opinion that the vessel should be presumed lost. The crew numbered 37, including two gunners.



*Belcrest*, of London, Off. No. 148554, Brockwell Master.  
(British steamer) Halifax for Newport

4517 Tons Gross

Date } 1925

2774 Tons Net

Built }

Classification

Lloyd's Register F 100A1. Last survey, Nov. 1940

Application submitted

REMARKS—

19th March, 1941

Member

making Application

Mr. C. H. Edmonds

Interested as Broker

Owner

Crest Shipping Co. Ltd.

Fitted wireless

Cargo

Steel and General

Insurance effected at

Marine - Lloyd's

War - U.K. Club

} on Vessel

} on Cargo

**BELCREST.**—London, Mar. 3.—Admiralty have to-day notified owners of the steamer Belcrest the vessel is gravely overdue and is presumed lost. (Note.—Belcrest Halifax on Jan. 31 for Newport.)

**BELCREST.**—London, Mar. 12.—S Belcrest was lost from convoy C 10, in a strong SW. gale.

Latest Account

Sailed from Halifax for Newport on the 31st January, 1941 and was lost from convoy on the 10th February, 1941

Crew 38 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 19th March, 1941 37

26th

44

COMMITTEE'S DECISION—

On the Board

19th March

Posted Missing

26th March



*Lustrous*, of Liverpool, Off. No. 149646 Weatherston Master.  
(British tank steamer) London for Aruba

6156 Tons Gross

Date } 1927

Built }

3690 Tons Net

Classification

Lloyd's Register F100A1. Last survey, Jan. 1941.

Application submitted

REMARKS—

9th April, 1941

Member making Application

Mr. C. H. Edmonds

Interested as Broker

Owner

The Lustrous Steamship Co. Ltd.  
(H. E. Moss & Co.)

Fitted wireless

Cargo

—

Insurance effected at

Marine - Lloyd's & Companies &  
Liverpool

on Vessel

War - U. K. War Risk Club

on Cargo

**LUSTROUS.**—London, Mar. 31. — The Admiralty have to-day notified the owners of the steamer Lustrous that the vessel is gravely overdue and must be presumed lost. (Note.—Lustrous, on voyage from London for Curacao, left Loch Ewe on Feb. 13.)

Latest Account

Sailed from London for Aruba on the  
22nd December, 1940 and left  
Loch Ewe on the 13th February, 1941.

Crew 38 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 9th April, 1941 55

COMMITTEE'S DECISION—

Transferred to Untraced Vessels



*Brier Rose*, of Liverpool, Off. No. 99394, Williams Master.  
(British steamer) Belfast for Cardiff.

503 Tons Gross

Date } 1892

196 Tons Net

Built }

Classification

Lloyd's Register 7100 A1. Last survey, March, 1941.

Application submitted

REMARKS—

16th April, 1941.

Subscriber

making Application

Mr. H. E. Groves

Interested as Broker

Owner

Richard Hughes &amp; Co (Liverpool) Ltd.

Not fitted wireless

Cargo

Steel billets

Insurance effected at

Lloyd's (Marine Risks)

on Vessel

on Cargo

**BRIER ROSE.**—London, Apr. 4. — The following information has been received from the owners of the steamer *Brier Rose*, dated Liverpool, Apr. 3: We very much regret to advise that we have received no news of the vessel since she left Belfast on Mar. 25, for Cardiff, in a laden condition.

**BRIER ROSE.**—Liverpool, Apr. 16.—The owners of the steamer *Brier Rose* state that no news of the vessel has been received since she left Belfast at 1.30 a.m. on Mar. 25. Normal weather conditions prevailed during the period of her voyage and they fear that she has fallen a victim of enemy action.

Latest Account

Sailed from Belfast for Cardiff on the  
25th March, 1941.

Crew // including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 16th April, 1941. — 22

" " 23rd " 29

COMMITTEE'S DECISION—

On the Board 16th April.

Posted Missing 23rd April.



*A. D. Huff*  
(British steamer)

of Montreal, Off. No. 170150. Macdowall Master.  
London for St. John (N.B.)

6219 Tons Gross

Date } 1920

3740 Tons Net

Classification

British Corporation Register. British Standard Last survey. June. 1940  
American Record Register. & A. I. Last survey. June. 1941

Application submitted

REMARKS—

23rd April, 1941

Member making Application

Mr. L. I. Dickens

Interested as Broker

Owner

The Atlantic Transportation Company

Fitted wireless

Cargo

Insurance effected at

In London

on Vessel

on Cargo

A. D. HUFF. — London, Mar. 25. — The Admiralty have to-day notified the managers of the steamer A. D. Huff that the vessel is gravely overdue and must be presumed lost. (Note.—A. D. Huff left London on Feb. 2 and Oban on Feb. 14 for St. John, N.B.)

Latest Account

Sailed from London for St. John (N.B.)  
on the 2nd February, 1941 and left  
Oban on the 14th February, 1941

Crew 40 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 23rd April, 1941, — 68

COMMITTEE'S DECISION—

Made an Untraced Vessel 23rd April, 1941



*Texelstroom*, of Amsterdam. Leaving Master  
(Dutch steamer) Reykjavik for Grimsby

1617 Tons Gross Date } 1918

968 Tons Net

Built }  
CLASSIFICATION Bureau Veritas, Division 1. Last survey. Jan. 1939.

Application submitted

REMARKS—

30th April, 1941.

Subscriber making Application

Mr. F. Jostin

Owner

N.V. Hollandsche Stoomboot  
Maatschappij.

Fitted wireless

Cargo

Fish

Insurance effected at

Marine-Lloyd's & Companies

on Vessel

War - Ministry of Shipping

Marine-Lloyd's & Companies

on Cargo

War-Government War Risks Office

Latest Account

Sailed from Reykjavik for Grimsby on  
the 22nd February, 1941

Crew 27 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 30th April, 1941 — 67

COMMITTEE'S DECISION—

Made an Untraced Vessel April 30.

TEXELSTROOM.—London, Mar. 18.—  
Information received from Reykjavik,  
dated Mar. 17, states: Steamer Texel-  
stroom: Cargo owners state vessel miss-  
ing, left Iceland on Feb. 22. (Note.—  
Texelstroom left Reykjavik on Feb. 22  
for Grimsby.)

TEXELSTROOM.—London, Mar. 25.—  
The Admiralty have to-day notified the  
Netherlands Shipping Committee that  
the steamer Texelstroom is gravely over-  
due and must be presumed lost.



*Olivine*, of Glasgow, Off. No. 148745, Ross Master.

(British Steamer)

Glasgow for Sharpness.

929 Tons Gross

Date } 1926

Built }

494 Tons Net

Classification Lloyd's Register T 100 A1. Last survey, Sept. 1940.

Application submitted

REMARKS—

28th May, 1941.

Subscriber

making Application

Mr. R. Carpmael

Interested as Broker

Owner

William Robertson.

Fitted wireless

Cargo

Wheat

Insurance effected at

London, Liverpool & Glasgow.

on Vessel

on Cargo

OLIVINE.—London, Apr. 16.—In reply to inquiry asking for the latest information concerning steamer *Olivine*, the owner telegraphed from Glasgow on Apr. 15: Have no information since *Olivine* left the Clyde on Mar. 27 for Sharpness.

OLIVINE.—London, Apr. 29.—The Admiralty have to-day notified the owners of the steamer *Olivine* that the vessel is gravely overdue and must be presumed lost.

Latest Account

Sailed from Glasgow for Sharpness on the 27th March, 1941.

Crew 12 including Master, Officers and Apprentices

Number of days out

Days

From sailing to 28th May, 1941 - 62.

" " " 4th June, 1941 - 69

COMMITTEE'S DECISION—

On the Board

28th May, 1941

Posted Missing

4th June, 1941



*Edwy R. Brown*, of London. Off. No. 166409. Chalmers Master.  
(British motor tanker) Aruba for Liverpool.

10455 Tons Gross

Date } 1928

6068 Tons Net

Built }

Classification: Lloyd's Register 7100A1. Last survey, January, 1941

Application submitted

REMARKS—

18<sup>th</sup> June, 1941

Subscriber

making Application

Mr. F. Foster

Owner

Oriental Trade &amp; Transport Co. Ltd.

Fitted wireless

Cargo

Petroleum products.

Insurance effected at

Marine - Lloyd's &amp; Companies

War - Britannia War Risk Assn.

on Vessel

Marine - Lloyd's &amp; Companies

War - War Risks Insurance  
Office

on Cargo

Latest Account

Sailed from Aruba for Liverpool on the  
25<sup>th</sup> January, 1941, left Bermuda on the  
1<sup>st</sup> February, 1941 and was seen on the  
14<sup>th</sup> February, 1941 at 10 a.m.

Crew 51 including Master, Officers and Apprentices

Number of days out

Days

From last report to 18<sup>th</sup> June, 1941. - 12425<sup>th</sup> " " - 131

COMMITTEE'S DECISION—

On the Board - 18<sup>th</sup> June.Posted Missing - 25<sup>th</sup> June.

**EDWY R. BROWN.**—London, Mar. 19.—  
The Admiralty have to-day notified the  
owners of the motor tanker Edwy R.  
Brown that the vessel is gravely over-  
due and must be presumed lost. (Note.  
—Edwy R. Brown left Aruba on Jan. 25  
and Bermuda on Feb. 1 for Liverpool.)



*Roslea*, of London. Gff. No. 119093. Mac Cormick Master.  
 642 Tons Gross Date 1904 (British steamer) Lowestoft for Hartlepool.  
 255 Tons Net Classification Lloyd's Register 100A1. Last survey. August, 1940

Application submitted

REMARKS—

19th November, 1941

Member making Application

Mr. L. Franks

44614/41

Interested as Broker

Owner

Williamstown Shipping Co. Ltd.

(Emben Longstaff &amp; Co. Ltd. Mgrs.)

Not fitted wireless

Cargo

Iron

ROSLEA.—London, Nov. 6.—The Admiralty to-day informed the owners of the steamer Roslea that they could inform the relatives of the crew of the vessel that she is very much overdue, missing, presumed lost.

ROSLEA.—London, Nov. 5.—In reply to inquiry asking for news of the steamer Roslea, the following telegrams have been received:

From Lloyd's Agents at Lowestoft, dated Nov. 5: Roslea left on Monday, Oct. 27, under escort. No further news in this neighbourhood. Inquiries made along the coast with no result.

From Lloyd's Agents at West Hartlepool, dated Nov. 5: Roslea has not yet arrived and Naval Control here unable to give any information.

ROSLEA.—London, Nov. 11.—In reply to inquiry, the owners of the steamer Roslea write under date of Nov. 10: We have received no news of the Roslea since she left Lowestoft on Oct. 27 for Hartlepool. Exhaustive inquiries have been made by the Admiralty and ourselves without success, and we fear that this vessel must be regarded as missing and presumed lost. (See issue of Nov. 8.)

London, Nov. 11.—The Admiralty have to-day notified the owners of the steamer Roslea that the vessel is gravely overdue and must be presumed lost.

ROSLEA.—London, Dec. 10.—Steamer Roslea: Thirteen of the crew of 14 were reported to be prisoners of war on Oct. 29. (Note: Roslea was posted as a "Missing Vessel" on Nov. 26.)

Berlin, Nov. 5.—An armed British freighter ran aground at night on the German-occupied coast during a heavy storm in the channel, reports the official German News Agency. The steering gear was damaged and the ship fired distress signals. The German defences ceased fire and a lifeboat was launched in a heavy sea. After rescue work lasting some hours the British crew were brought to land.—Reuter. (Note.—The above may possibly refer to the steamer Roslea.)

Insurance effected at

Lloyd's &amp; Companies

on Vessel

on Cargo

Latest Account

Sailed from Lowestoft for  
Hartlepool on the 27th October, 1941

Crew 14 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 19th November, 1941, — 23

" " 26th " — 30

COMMITTEE'S DECISION—

On the Board — 19th November, 1941.

Posted Missing — 26th November, 1941.



*Ben Hann*, of London. Off. No. 167403. Eynon Master.  
(British motor tanker)  
Inverness for Glasgow.

298 Tons Gross

Date } 1940

Built }

105 Tons Net

Classification

Lloyd's Register # 100 A1. Last survey. July, 1941.

Application submitted

REMARKS—

10th December, 1941.

Subscriber making Application

Mr. H. E. Groves

47099/41

Interested as Broker

Owner

National Benzole Co. Ltd.

Fitted wireless

Cargo

Insurance effected at

Lloyd's &amp; Companies

on Vessel

on Cargo

Latest Account

Sailed from Inverness for Glasgow on the  
8th November, 1941 and left Fort  
William on the 10th November, 1941.

Crew 11 including Master, Officers and — Apprentices  
including one naval gunner

Number of days out

Days

From last report to 10th Dec, 1941. — 30

" " " 17 " " — 37

COMMITTEE'S DECISION—

On the Board — 10th December, 1941

Posted Missing — 17th December, 1941

**BEN HANN.**—London, Nov. 16.—Motor tanker Ben Hann left Fort William on Nov. 10 for Bowling and has not arrived. At about 1 p.m. on Nov. 13 motor vessel Hesperus passed at the south entrance of the Sound of Islay what appeared to be a broken teakwood grating, a life-buoy bearing the name "Ben Hann, London." Later, while off Churn Island Lighthouse the Hesperus found close to the rocks a practically new life-buoy without name. Approximate position of the grating was 132 deg. 1.4 miles from McArthur's Head Light-house and the lifebuoy 146 deg. 2.3 miles from the same lighthouse. The light-house keeper reports that a vessel which looked like a tanker anchored about two miles off at about 9 p.m. on Nov. 10 and left at approximately 5 a.m. on Nov. 11. She was last seen steering a course for Mull of Kintyre. Weather hazy with drizzle and fairly heavy sea running.

**BEN HANN.**—London, Nov. 16. — Motor tanker Ben Hann: A raft with two life-belts marked "Ben Hann" has been washed ashore.

**BEN HANN.**—London, Nov. 17.—Motor tanker Ben Hann: A raft with two life-belts attached, bearing name "Ben Hann," has been washed ashore 5 miles E. of Port Ellen. No personnel on raft. The Ben Hann is in ballast.



*Gloucester Castle*, of London, Rose - Master.  
(British steamer) Off. No. 132592. Liverpool for East London

8006 Tons Gross

Date } 1911.

Built }

4880 Tons Net

Classification

Lloyd's Register  $\nabla$  100 A.I. Last survey June, 1942.

Application submitted

REMARKS—

7<sup>th</sup> September, 1942

Subscriber making Application

Mr F Joslin

39015/42.

Interested as Broker.

Owner

The Union-Castle Mail Steamship  
Co., Ltd.

Fitted wireless.

Cargo

General.

**GLOUCESTER CASTLE.** — London,  
Aug. 31.—The Admiralty have to-day  
notified the owners of the steamer  
Gloucester Castle that the vessel is  
gravely overdue and must be presumed  
lost. (Note.—Gloucester Castle, on voy-  
age from Liverpool to Table Bay and  
East London, left the Mersey on  
June 21.)

Insurance effected at

Lloyd's & Companies also } on Vessel  
Liverpool & London War  
Risks Insurance Association, Ltd.

Probably Lloyd's & Companies } on Cargo  
(also with War Risks Insurance  
Office.)

Latest Account

Sailed from Liverpool for Table Bay  
and East London on June 21, 1942  
and left River Mersey on June 21, 1942.

Crew 142 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 16<sup>th</sup> September, 1942. 87.

COMMITTEE'S DECISION—

Transferred to Untraced Vessels.



*Etruscan*, of Grimsby, Official No. 135990.  
*(British steam trawler)* Grimsby for fishing grounds

202 Tons Gross

Date } 1913

Built }

90 Tons Net

Classification *Not classed*

Application submitted

27<sup>th</sup> February, 1946

making Application

Shipping Editor

Owner

Sir Thomas Robinson and Son  
(Grimsby) Ltd.

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Grimsby on the  
28<sup>th</sup> November 1945 for fishing  
grounds

Crew // including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 27<sup>th</sup> Feb. 1946 — 91  
" " " 6<sup>th</sup> Mar. 1946 — 98

COMMITTEE'S DECISION—

On the Board — 27<sup>th</sup> Feb. 1946Posted Missing 6<sup>th</sup> Mar. 1946

**ETRUSCAN.** — Grimsby, Dec. 19. — Nothing has been heard direct from trawler Etruscan since she left Grimsby on Nov. 28 for North Sea fishing grounds with a crew of 11, but another vessel in vicinity reports hearing an explosion on Dec. 2.

**ETRUSCAN.** — London, Jan. 25. — In reply to inquiry Lloyd's Agents at Grimsby write under date of Jan. 24: Trawler Etruscan: We have consulted the owners, Sir Thomas Robinson & Son, Ltd., who advise that nothing tangible has been heard of the vessel since she left Grimsby on Nov. 28 last, and she is now definitely written off as totally lost. (See issue of Dec. 20.)



*Yvonne Maurice, of Zeebrugge*  
*(Belgian motor fishing vessel).*

53 Tons Gross

Date } 1918.

Built }

22 Tons Net

Classification *Not classed*

*Zeebrugge for fishing grounds*

Application submitted

*27<sup>th</sup> February, 1946*

making Application

*Shipping Editor*

Owner

*Leopold Vantorre*

Cargo

Insurance effected at

*on Vessel*

*on Cargo*

**YVONNE MAURICE.**—London, Oct. 31.—  
 —A report from Ostend dated Oct. 30, states that Belgian fishing vessel Z 5, Yvonne Maurice, is overdue from fishing voyage.

**YVONNE MAURICE.**—London, Jan. 4.—  
 A report dated Dec. 5 states: Belgian fishing vessel Yvonne Maurice, Z 5, overdue since Oct. 27, was presumed lost on Nov. 5 after a small amount of wreckage was recovered. Crew of five; no survivors. (See issue of Nov. 1.)

**YVONNE MAURICE.**—London, Feb. 9.—  
 In reply to inquiry, the Director General, Ministère des Communications, Administration le da Marine at Brussels, writes under dates of Jan. 15 and Feb. 5, Belgian fishing vessel Yvonne Maurice, Z 5, left Zeebrugge on Oct. 21. The drowned bodies of two members of the crew, together with some wreckage of the Z 5, were washed ashore at Nieuw Helvoet, Voorne Island. A strong gale prevailed, and there is no doubt that the vessel, together with her crew of three, was lost through heavy seas. (See issues of Nov. 1 and Jan. 6.)

Latest Account

*Sailed from Zeebrugge on the 21<sup>st</sup> October 1945 for fishing grounds*

Crew 5 including Master, Officers and — Apprentices

Number of days out

Days

*From sailing to 27<sup>th</sup> Feb. 1946 - 129*  
*" " 6<sup>th</sup> Mar. 1946 - 136.*

COMMITTEE'S DECISION—

*On the Board - 27<sup>th</sup> Feb. 1946*

*Posted Missing 6<sup>th</sup> Mar. 1946*



*Leena, of Helsinki*  
(*Finnish steamer*)

*Mantyluoto for Copenhagen*

1133 Tons Gross

Date } 1905

Built }

626 Tons Net

Classification *Not classed*

Application submitted

*24<sup>th</sup> April 1946*

making Application

*Shipping Editor*

Owner

*John Nurminen O/Y*

Cargo

*Cellulose*

Insurance effected at

on Vessel

on Cargo

Latest Account

*Sailed from Mantyluoto  
on the 10<sup>th</sup> February 1946  
for Copenhagen*

Crew 20 including Master, Officers and

Apprentices

Number of days out

Days

*From sailing to 24<sup>th</sup> April 1946 - 73*

*From sailing to 1<sup>st</sup> May 1946 - 80*

COMMITTEE'S DECISION—

*On the Board 24<sup>th</sup> April 1946*

*Posted Missing 1<sup>st</sup> May 1946*

LEENA.—Visby, Feb. 20.—Lifebuoys, lifebelt marked "Leena-Helsinki," and wreckage, has been washed ashore on SW. coast of Gotland. Steamer Leena left Mantyluoto on Feb. 10 for Copenhagen, cargo cellulose, and has not arrived or been reported; probably total loss.

London, Feb. 20.—In reply to inquiry with reference to the Finnish steamer Leena, Lloyd's Agent at Copenhagen cabled to-day: Leena not arrived. Local newspaper report states to-day wreckage drifted ashore near Visby.

LEENA.—London, Apr. 10.—In reply to inquiry, the owners of the Finnish steamer Leena write from Helsinki, under date of Apr. 2: We have not heard of the steamer Leena since she left Mantyluoto on Feb. 10 for Copenhagen. The crew consisted of 18 men and two women. (See issue of Feb. 21.)

LEENA.—London, Apr. 12.—The owners of the steamer Leena state: Leena was last heard of when she sailed from Mantyluoto on Feb. 10 for Copenhagen. She had a crew of six officers and 14 ratings. Wreckage, including lifebelts, hatch covers, &c., washed ashore on the south-west coast of Gotland on Feb. 15. (See issue of Apr. 11.)



*St. Joseph, of Boulogne*  
*(French steam trawler)* *Boulogne for fishing grounds*

199 Tons Gross

Date

1903

Built

47 Tons Net

Classification

*Not classed*

Application submitted

24<sup>th</sup> April 1946

REMARKS—

making Application

Shipping Editor

Owner

Louis-Marie Bourgain

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Boulogne on the  
 19<sup>th</sup> January 1946 for fishing  
 grounds and was seen north of  
 Treport on the 20<sup>th</sup> January 1946

Crew 16 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 24<sup>th</sup> April 1946 94  
 From last report to 1<sup>st</sup> May 1946 101

COMMITTEE'S DECISION—

On the Board 24 April 1946

Posted Missing 1<sup>st</sup> May 1946

ST. JOSEPH.—North Foreland Wireless Station, Jan. 29.—Following received from Boulogne Radio at 9 30 a.m., G.M.T.: Without news from French trawler St. Joseph, of Boulogne, presumed fishing off Berck Plage or Silver Pit. Vessel was expected at Boulogne on Saturday, Jan. 26. All ships please look out and report.

ST. JOSEPH.—Niton Wireless Station, Jan. 31.—Following received from French coast station: French trawler St. Joseph will be drifting since Jan. 21 from TPB 4 Buoy (lat. 50 19 54 N., long. 1 10 E.). Characteristics: B 187, two masts, black hull with superstructure, 18 men on board. Drifting wreck was sighted at 3 15 p.m., G.M.T., on Jan. 30, in position lat. 50 32 N., long. 0 28 W., please look out. (See issue of Jan. 30.)

ST. JOSEPH.—Paris, Feb. 14.—According to advices from Boulogne, anxiety is felt for the safety of the trawler St. Joseph, B 187, owner and master Louis-Marie Bourgain, which left Boulogne on Jan. 19, and was last seen fishing north of Treport on Jan. 20. She had a crew of 16 men.—"Journal de la Marine Marchande." (See issues of Jan. 30 and Feb. 1.)

ST. JOSEPH.—London, Mar. 20.—In reply to inquiry, the Ministre de la Marine writes from Paris under date of Mar. 14: The trawler St. Joseph was formerly the Jubarte, 199 tons gross, 47 tons net, built at Aberdeen in 1903. She had a crew of 16 men. No wreck has been recognised with certainty as belonging to this vessel. (See issue of Feb. 26.)



# Keroman, of Lorient

(French steam trawler) Concarneau for fishing grounds

261 Tons Gross Date } 1918  
 84 Tons Net Build }  
 Classification

Application submitted

29<sup>th</sup> May 1946

making Application

Shipping Editor

Owner

E. and A. Gautier Freres et Cie

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Concarneau on the  
 23<sup>rd</sup> March 1946 for fishing  
 grounds and was last reported  
 on the 5<sup>th</sup> April 1946.

Crew 17 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 29<sup>th</sup> May 1946

54

From last report to 5<sup>th</sup> June 1946 61

REMARKS—

Fitted Wireless

KEROMAN.—Concarneau, Apr. 10. — Anxiety is felt for the safety of the trawler Keroman, of Concarneau, which was expected at Concarneau on Apr. 5. The vessel had a crew of 17 men. Searches have been made on the fishing grounds by patrol vessels and aircraft from the Brest base, but no trace of the vessel has been found. — "Ouest France."

KEROMAN.—Rennes, May 2. — Trawler Keroman, of Lorient, which was expected to arrive here nearly a month ago, is considered as lost. — "Ouest France." (See issue of Apr. 16.)

KEROMAN.—Rennes, May 2. — Trawler Keroman, of Lorient, which has been expected at Concarneau for nearly a month, is considered as lost. — "Ouest France." (Not as reported in issue of May 9.)

KEROMAN. — London, May 10. — In reply to inquiry, the owners of the French trawler Keroman write from Concarneau under date of May 7: Our trawler Keroman left Concarneau on Mar. 23 and we had news of her by telephone on Apr. 5. Since then we have had no further news and we consider her as lost. (See issue of May 7.)

COMMITTEE'S DECISION—

On the Board

29<sup>th</sup> May 1946

Posted Missing

5<sup>th</sup> June 1946



*Arrogant*, of Vancouver, Official No. 175713.  
 (British motor vessel) (wood) Vancouver for tuna grounds below  
 Cape Flattery.

Tons Gross 27 Date } 1945  
 Buil }  
 Tons Net 15 Classification

Application submitted

31<sup>st</sup> July 1946.

REMARKS—

making Application

Shipping Editor

Owner

G. G. Gibbons

Cargo

ARROGANT.—London, Apr. 24. — In reply to inquiry, the widow of the late master of the motor vessel Arrogant writes from Vancouver under date of Apr. 7: Motor vessel Arrogant left here on Sept. 9 with a crew of three and was reported heading for the tuna grounds below Cape Flattery. She has not been heard of since, nor has any trace of the crew been found.

Insurance effected at

} on Vessel

} on Cargo

Latest Account

Sailed from Vancouver on the  
 9<sup>th</sup> September 1945 for the tuna  
 grounds below Cape Flattery.

Crew 4 including Master, Officers and — Apprentices

Number of days out

Days

COMMITTEE'S DECISION—

On the Board 31<sup>st</sup> July 1946.Posted Missing 7<sup>th</sup> August 1946.From sailing to 31<sup>st</sup> July 1946 325.From sailing to 7<sup>th</sup> August 1946 332



*Marie Claire, of Auray. Algiers for Sete.*  
*(French auxiliary motor vessel)*

78 Tons Gross

Date } 1922

Built }

52 Tons Net

Classification *Not classed*

Application submitted

28<sup>th</sup> August 1946

making Application

Shipping Editor

Owner

Hubert Offroy

Cargo

Wines

Insurance effected at

} on Vessel

} on Cargo

Latest Account

Sailed from Algiers on the  
 24<sup>th</sup> February 1946 for Sete.

Crew 6 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 28<sup>th</sup> August 1946 - 185  
 From sailing to 4<sup>th</sup> September 1946 - 192

COMMITTEE'S DECISION—

On the Board - 28<sup>th</sup> August  
 Posted Missing - 4<sup>th</sup> September 1946

MARIE CLAIRE.—London, June 18.—In reply to inquiry, the owner of the auxiliary vessel Marie Claire, 78 tons gross, writes from Etel under date of June 16: Marie Claire, which left Algiers at 8 a.m. on Feb. 24 for Sete, has not since been heard of and must be regarded as lost. It was hoped that she was in Spain, but all the French Consulates from Barcelona to Alicante could not find any trace of her.



*Albany*  
(British motor vessel)

of Grangemouth, Off. Number 166695, Dowds Master.  
Port Talbot for Rosslare.

306 Tons Gross

Date } 1944  
Built }

135 Tons Net

Classification *Lloyd's Register*  $\mp$  100 A1. Last survey October 1946.

Application submitted

REMARKS—

29<sup>th</sup> January 1947

Fitted Wireless.

making Application

Shipping Editor

Owner

Mrs. P. Dowds

Cargo

Coal

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Port Talbot on the  
20<sup>th</sup> November, 1946 for Rosslare.

Crew 10 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 29<sup>th</sup> January, 1947 - 69  
From sailing to 5<sup>th</sup> February, 1947 - 76

COMMITTEE'S DECISION—

On the Board - 29<sup>th</sup> January 1947  
Posted Missing - 5<sup>th</sup> February 1947

**ALBANY.**—Fishguard, Nov. 23. — Two boats washed ashore on Nov. 22, one at Caerfai and the other at Whitesand Bay, both badly smashed. Later two bodies were picked up. No identification on boats or bodies. Area searched, but nothing further found.

St. Davids, Nov. 22.—Two ships' boats, badly damaged, length 17 ft., no markings, one painted green and the other brown, were washed ashore to-day, one at Caerfai, St. Brides Bay, and the other near St. Davids Head, Pembrokeshire.

Fishguard, Nov. 23.—A third body washed ashore at Carnawig. No identification marks. A ship's plate bearing the name "Empire Albany" was picked up at Porthclaise p.m. to-day. A piece of paper found on the body of the man, dressed like an engineer or steward, gives certain engine records of Empire Albany and is dated 26/2/46 and refers to the passage of vessel from Penzance to Newry, and Newry to Port Talbot. (Note.—Empire Albany has been renamed Albany.)

London, Nov. 23.—Five ship's hatches have been washed ashore along the stretch of coastline between Caerfai and Solva, in St. Brides Bay. The Chief-Constable of Pembrokeshire reported to-night that a piece of paper bearing the words "Empire Albany" had been found at the point where the bodies were washed ashore. The lifeboat has been out searching in the storm but has returned without finding any wreckage of a vessel. The two ship's lifeboats which have been recovered are 14 ft. long but bear no names. Both had been damaged by the heavy seas. They bear the words "Fourteen Persons" painted in English on the sides.

London, Nov. 23.—Motor vessel Albany left Port Talbot for Rosslare with about 250 tons of coal for the Great Southern Railway. The ship's agent at Port Talbot states that he had been in touch with the owners in Dublin to-night but they had no news beyond the finding of the bodies and the boats off the Welsh coast.

London, Nov. 23.—Mr. Frank Dowds, brother of Captain Arthur Dowds, master of motor vessel Albany, stated to-night: The Albany was due at Rosslare on Thursday (Nov. 21) and was carrying coal from Port Talbot to Rosslare. There were nine members of the crew and Captain Dowds on board. The Albany was bought by Captain Dowds' wife from the British Government about six months ago. She carried the latest telephonic radio communication equipment, but nothing had been heard from the vessel since she left Port Talbot.

**ALBANY.**—London, Nov. 25.—In reply to inquiry Lloyd's Agent at Wexford telegraphed to-day: Motor vessel Albany has not arrived. (See issue of Nov. 25.)

**ALBANY.**—London, Nov. 25.—The last slender hopes for the safety of the Dublin-owned motor vessel Albany are dwindling. Members of the crew of the steamer Radstock, now discharging at Rosslare, said that the Albany left Port Talbot with them in a 60-mile-an-hour south-westerly gale which forced them to shelter, and they did not see the Albany again. The gale raged with undiminished force along the south-east Irish coast to-day. Other ships due at Rosslare have not arrived, and the Wexford coast herring fleet has been storm-bound for four days. (See issue of Nov. 26.)

**ALBANY.**—London, Nov. 28.—The following information has been received from Messrs. John Tyrrell, Ltd., Cardiff, dated Nov. 26: Motor vessel Albany: We have arranged for a flying-boat to go out from Pembroke this morning, but we have very little hope of finding anything. (See issue of Nov. 27.)

**ALBANY.**—London, Dec. 30.—In reply to inquiry the managers of the motor vessel Albany write under date of Dec. 27: We beg to state we have no further information regarding the Albany beyond the fact that five bodies have been washed ashore and have been identified as members of the crew. (See issue of Nov. 29.)



*Francis Robie*, of *Charlottetown P.E.I. Off. No. 158250*  
*Halifax N.S. for Woods Island Nf.*  
 (British auxiliary motor vessel) Master Benoit

32 Tons Gross

Date } 1935

Built }

28 Tons Net

Classification *Not classed*

Application submitted

12<sup>th</sup> February 1947.

Subscriber

making Application

*Laurence Philipps & Co. (Insurance) Ltd.*  
*Mr. H. F. Harvey.*

Owner

*C. W. Rowlings*

Cargo

*General.*

Insurance effected at

*Lloyd's and Companies* } on Vessel

*Lloyd's* } on Cargo

Latest Account

*Sailed from Halifax N.S. on the*  
*4<sup>th</sup> November 1946 for Woods*  
*Island, Nf.*

Crew 4 including Master, Officers and — Apprentices

Number of days out

Days

*From sailing to 12<sup>th</sup> February 1947 - 99*  
*From sailing to 19<sup>th</sup> February 1947 - 106*

REMARKS—

**FRANCIS ROBIE** (aux.). — St. John's, NF., Nov. 14.—Widespread search has failed to find any trace of the 30-ton motor vessel Francis Ruby (sister Francis Robie), which with a crew of four left Halifax for Corner Brook on Nov. 4.—Reuter.

**FRANCIS ROBIE** (aux.). — New York, Nov. 14.—Two-masted auxiliary schooner Francis Robie, which left Halifax on Nov. 4 for Bay of Islands, NF., has not been reported since sailing. Air search will be made to-day. (See issue of Nov. 16.)

**FRANCIS ROBIE** (aux.). — New York, Nov. 18.—Royal Canadian Air Force carried out a final air search on Nov. 16 for the missing auxiliary schooner Francis Robie with negative results. (See issue of Nov. 19.)

**FRANCIS ROBIE** (aux.). — St. John's, NF., Nov. 23.—According to the local Press, auxiliary schooner Francis Robie, which left Halifax on Nov. 4 for Wood's Island, is now feared lost. The vessel was in command of Charles Benoit and the crew consisted of Jerry O'Connell, Frank Duffrey and Michael O'Connell. (See issue of Nov. 22.)

**FRANCIS ROBIE** (aux.). — London, Dec. 10.—In reply to inquiry, Lloyd's Agents at St. John's, NF., write under date of Dec. 6: There has been no later news of auxiliary schooner Francis Robie. (See issue of Dec. 10.)

**FRANCIS ROBIE** (aux.). — London, Jan. 27.—In reply to inquiry, Messrs. Rowlings, Ltd., write from Halifax under date of Jan. 4: Auxiliary schooner Francis Robie left Halifax at 2 p.m. on Nov. 4 in favourable weather, but a heavy north-west wind came up between 4 a.m. and 5 a.m. the next day and blew for 48 hours. Planes, Royal Canadian Mounted Police, patrol and naval vessels failed to find any trace and nothing has been heard of her since she sailed. (See issue of Dec. 11.)

COMMITTEE'S DECISION—

*On the Board - 12<sup>th</sup> February 1947*  
*Posted Missing - 19<sup>th</sup> February 1947*



Ons Gedacht, of Newport (N. 738)

(Belgian trawler)

34 Tons Gross

Date } 1929  
Built }

8 Tons Net

Classification *Not classed*

Newport for fishing grounds off  
Sandettie and West Hinder Bank

Application submitted

12<sup>th</sup> February 1947

making Application

Shipping Editor

Owner

A. and J. Ryssen

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Newport on the  
4<sup>th</sup> January 1947 for fishing  
grounds off Sandettie and West Hinder  
Crew — including Master, Officers and Apprentices Bank

Number of days out

Days

COMMITTEE'S DECISION—

From sailing to 12<sup>th</sup> February 1947 38  
From sailing to 19<sup>th</sup> February 1947 45

On the Board — 12<sup>th</sup> February 1947  
*Posted Missing* — 19<sup>th</sup> February 1947

ONS GEDACHT. — Walton-on-the-Naze, Jan. 9.—Belgian trawler N 738 (Ons Gedacht) reported missing since Jan. 4; last known position between North Hinder Bank and Sandettie Bank. North Foreland Radio, Jan. 10.—Following received from Ostend Radio at 9 50 a.m.: Please look out for missing Belgian fishing vessel N 738, Ons Gedacht, which left Newport on Jan. 4 bound to fishing grounds off Sandettie and West Hinder Bank.

ONS GEDACHT. — London, Feb. 4.—In reply to inquiry the owner of the trawler Ons Gedacht writes from Newport under date of Jan. 31: No news has been received of trawler Ons Gedacht since she left Newport on Jan. 4. (See issue of Jan. 11.)

ONS GEDACHT.—London, Feb. 4.—The following telephone message was received from the East Suffolk Police at Halesworth to-day: The body of a fisherman, wearing a lifebelt with the marking N 738, has been washed ashore. The body also had an identity card on it bearing the same number. (Note.—N 738 is fishing letter and number of trawler Ons Gedacht. See issue of Feb. 5.)



*Pacifica*, of *Puntarenas* Official Number 141201,  
 (*Costa Rican motor vessel*) Master MacLean *Puntarenas and Champerico* for  
*Los Angeles*.  
 369 Tons Gross Date } 1892  
 Built }  
 —Tons Net Classification — *Not classed*

Application submitted

26<sup>th</sup> February 1947

Subscriber making Application

Mr. P. Worsley.

Owner

Marine Trading and Shipping Inc.

Cargo

Lumber and Bananas

Insurance effected at

London

on Vessel

San Francisco

on Cargo

Latest Account

Sailed from *Puntarenas* for *Los Angeles* and left *Champerico* on the 12<sup>th</sup> November 1946

Crew 14 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 26<sup>th</sup> February 1947- 106  
 From sailing to 5<sup>th</sup> March 1947- 113.

REMARKS—

Fitted Wireless receiver only.

**PACIFICA.**—Long Beach, Calif., Dec. 2.—From reports received by coast-guard it is indicated that Costa Rican motor vessel *Pacifica* has been lost at sea. Vessel left Champerico, Guatemala, on Nov. 12 for Los Angeles and has been overdue since Nov. 28. Motor vessel *Sun Beauty* located a boat adrift on Nov. 30 in lat. 14 40 N., long. 97 8 W., with two bodies, one believed to be the master. Boat and bodies have been delivered to the Mexican authorities at Port Angeles, Mexico.

—London, Dec. 4.—Following cable has been received from New York, dated Dec. 3: Motor vessel *Pacifica*, ex *Louise*: Lifeboat containing bodies, identified by papers as master and one member of crew, recovered in vicinity of Gulf of Tehuantepec on Nov. 30. Owners advise vessel last reported left Champerico, Guatemala, on Nov. 12, north-bound, with no radio equipment. Severe storms were reported about Nov. 14 in Gulf of Tehuantepec, and vessel is presumed a total loss. (Note.—*Pacifica* is a wooden vessel, 345 tons gross, built 1892, owners The American Trading Co.)

**PACIFICA.**—London, Jan. 2.—In reply to inquiry, Lloyd's Agents at San Francisco write under date of Dec. 27: Costa Rican motor vessel *Pacifica* left Champerico on Nov. 12 for Los Angeles with a cargo of lumber and bananas. Later a report was received from Puerto Angel that a lifeboat and two bodies had been found. Norwegian motor vessel *Pacific Express* also reported having sighted part of a deck-house, presumed from its description to have come from the *Pacifica*, in lat. 15 29 N., long. 97 51 W. As no further news of the vessel has been received, she is assumed to have been lost. The *Pacifica*, which is said to have a deadweight carrying capacity of 400 tons, was originally a three-masted schooner called *Louise*, and was bought and fitted with twin diesel engines by her present owners, the Marine Trading & Shipping Company, of Los Angeles, partners in which are John Raymond, Jack Hook and John Radas. (See issue of Dec. 11.)

**PACIFICA.**—London, Jan. 7.—The following advices have been received from the Marine Trading & Shipping, Inc., Los Angeles, dated Dec. 17: Our motor vessel *Pacifica*, having last sailed from the port of Champerico on Nov. 12, and whose arrival was anticipated in Los Angeles harbour on Nov. 27, is unreported since departure from Champerico and is presumed lost. At time of sailing from Champerico this vessel was manned by a crew of 14 men, including the master, K. G. MacLean. She had on board a cargo of 95,128 board measure feet of lumber loaded at Puntarenas, Costa Rica, and 104 tons of bananas loaded at Champerico, both shipments consigned to Los Angeles. (See issue of Jan. 3.)

**PACIFICA.**—San Pedro, Dec. 10.—Costa Rican motor vessel *Pacifica*, with 15 men on board, has not been heard of since she sailed from Guatemala on Nov. 12. United States Coastguard officers believe that she foundered in the violent storms which swept the Californian coast during November. Then a steel lifeboat was found drifting, containing two bodies and the papers of three men known to have been on board the *Pacifica*. The bodies were too decomposed to be recognised and one appeared to have been dismembered. The papers gave the names of Captain MacLean, of San Pedro, California, Alejandro Sebilla, his Costa Rican interpreter and Luis Benavides Rodriguez, an oiler. After the lifeboat had been found, uncharted wreckage was reported on the beach at Magdalena Point, 600 miles south of San Pedro. The *Pacifica* was owned by Jack L. Hook, of Los Angeles, and was operated by his Marine Shipping & Trading Company. When she left Guatemala she was carrying 104 tons of bananas and 10,000 ft. of hardwood on deck. MacLean's last letter to his wife in San Pedro expressed fears that with such a heavy load the vessel would roll in a heavy sea.—British United Press. (See issue of Dec. 5.)

COMMITTEE'S DECISION—

On the Board — 26<sup>th</sup> February 1947  
 Posted Missing — 5<sup>th</sup> March 1947



*Pollnes,*  
(Norwegian Steamer)

640 Tons Gross

347 Tons Net

Date } 1898

Built }

Classification — *Not classed*

of Oslo, Master Oddenaes

Hammerfall, near Bodo and Haugesund for Dublin

Application submitted

26<sup>th</sup> February 1947

making Application

Shipping Editor

Owner

Norwegian Government  
(C. Kvilhaug, Manager)

Cargo

Ferro Silicium

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Hammerfall for  
Dublin and left Haugesund  
on the 7<sup>th</sup> January 1947.

Crew 14 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 26<sup>th</sup> February 1947 - 50  
From sailing to 5<sup>th</sup> March 1947 - 57.

COMMITTEE'S DECISION—

On the Board — 26<sup>th</sup> February 1947.  
Posted Missing — 5<sup>th</sup> March 1947.

# REMARKS—

## LIFEBOATS RECOVERED

Kirkwall, Jan. 11.—A ship's motor lifeboat, 28 ft. by 8 ft., painted white, with four-cylinder Austin motor, engine, marked "to seat 36 passengers," has been washed ashore at Newark Bay, Deerness. Part of the davit gear is still attached to the lifeboat and appears to have snapped off but otherwise the boat is in good condition.

Lerwick, Jan. 13.—A lifeboat with name "POLLNES," presumed Norwegian, drove ashore at Gulber Wick, near Lerwick, this morning, partly damaged.

## LIFERAFT AND LIFEJACKETS RECOVERED

Lerwick, Jan. 14.—Liferaft and lifejackets marked "POLLNES Oslo" came ashore on Noss and Bressay yesterday. (See "Lifeboats Recovered" under "Weather and Navigation" in issue of Jan. 14.)

POLLNES.—London, Jan. 15.—Discovery of the body of a Norwegian fisherman or seaman near the bird sanctuary on Noss Island in the Shetlands seems to confirm that a Norwegian vessel foundered during recent gales. Wreckage, including a raft and lifejackets marked "Pollnes," had been previously driven ashore. A lifeboat marked "Pollnes, Oslo," was found at Gulber Wick, near Lerwick, a few days ago. The man was wearing a lifebelt and one of the brightly coloured woollen jerseys favoured by Norwegians. (Note.)

—Steamer Pollnes, Hammerfall, near Bodo, for Dublin, cargo ferro-silicium, left Haugesund on Jan. 7. See issue of Jan. 15.)

POLLNES.—Edinburgh, Jan. 15.—Wreckage washed ashore at several parts of the Shetland Coast appears to have come from a Norwegian vessel. A ship's lifeboat found at Gulber Wick was marked "Pollnes, Oslo," and at the islands of Bressay and Mousa, the wreckage consists of part of a raft and wardrobe door, part of a steering wheel, some deck planks, tins of peas and beans, also lifejackets marked "Pollnes, Oslo."—"The Scotsman." (See issue of Jan. 16.)

London, Jan. 16.—In reply to inquiry asking whether the Norwegian steamer Pollnes, which left Haugesund on Jan. 7 on voyage from Hammerfall, near Bodo, for Dublin with a cargo of ferro-silicium, had arrived, Lloyd's Agent at Dublin telegraphed on Jan. 16: Pollnes has not arrived at Dublin and agents have no news.

Stavanger, Jan. 16.—Steamer Pollnes: Owner has no news beyond Press reports but now fears she has foundered with all hands.

POLLNES.—Oslo, Jan. 16.—One of some bodies which have been washed ashore in the Shetlands has proved to be that of Arnt Oddenaes, the master of the steamer Pollnes.—"Norges Handels og Sjøfartstidende." (See issue of Jan. 17.)

POLLNES.—London, Feb. 17.—In reply to inquiry, the manager of Norwegian steamer Pollnes writes from Haugesund under date of Feb. 12: I have no later news of steamer Pollnes. (See issue of Jan. 22.)



*Belle* of Boston, Official Number 249426  
(American motor crawler)  
197 Tons Gross  
134 Tons Net

Date } 1946  
Built }

Classification  $\dagger$  A1 Fishing Service American Record. Last Survey 10-

Application submitted

26<sup>th</sup> March 1947

making Application

Shipping Editor

Owner

Motor Trawler Belle Inc.

Cargo

60,000 lb fish

Insurance effected at

on Vessel

on Cargo

Latest Account

Tailed from Boston on the 30<sup>th</sup>  
December 1946 for fishing grounds  
and was last heard of 110 miles  
east of Boston on the 9<sup>th</sup> January  
1947 returning to Boston  
Crew 17 including Master, Officers and — Apprentices

Number of days out

Days

From last report to Mar 26, 1947 76  
From last report to April 2, 1947 83

REMARKS—

Fitted Wireless.

**BELLE.** — New York, Jan. 14. — Two U.S. Navy planes were reported ready to join a search, as soon as the weather cleared, for the fishing trawler Belle, of Boston (not BELLE OF BOSTON as reported in issue of Jan. 16), of which no report had been received since, with a crew of 17, she was disabled by engine trouble 110 miles east of Boston, five days ago. — Reuter.

New York, Feb. 3. — Trawler Pan Trades Andros reported sighting a dory marked plainly with the name Belle in lat. 41 48 N., long. 69 17 W. The trawler Belle has been missing since Jan. 10.

L.L. 7. 2. 47.

**BELLE.** — Boston, Jan. 16. — Motor trawler Belle, owned by the Standard Fish Company, with a crew of 17 men on board, is long overdue at her home port, Boston, and it is feared that she is lost. (See issue of Feb. 7.)

L.L. 8. 2. 47.

**BELLE.** — London, Mar. 10. — In reply to inquiry, Lloyd's Agent at Boston writes under date of Mar. 3: Motor trawler Belle, 204 tons gross, 139 tons net, owned by the Motor Trawler Belle, Inc., of Boston, left Boston on Dec. 30, and was last heard from at 2 p.m. on Jan. 9, when she was on her way home with 60,000 lb. of cargo, having passed the worst part of a storm. About 10 to 14 days later another trawler sighted one of the lifeboats of the Belle, with sides stove in and almost awash. The boat was not picked up owing to rough seas. (See issue of Feb. 8.)

L.L. 11. 3. 47.

COMMITTEE'S DECISION—

On the Board - 26<sup>th</sup> March 1947  
Posted Missing April 2, 1947



*Sten Sture, of Trelleborg*  
*(Swedish steamer)* *Gdansk for Helsingborg.*

1034 Tons Gross

Date } 1900

Built }

572 Tons Net

Classification *Not classed*

Application submitted

26<sup>th</sup> March 1947.

## REMARKS—

*Not fitted wireless.*

making Application

Shipping Editor

Owner

Rederi A.B. Eruths.

Cargo

Coke

Insurance effected at

on Vessel

on Cargo

Latest Account

*Sailed from Gdansk for*  
*Helsingborg on the 26<sup>th</sup> January*

1947

Crew 18 including Master, Officers and — Apprentices

Number of days out

Days

*From sailing to March 26, 1947 - 59.*  
*From sailing to April 2, 1947 - 66*

Gothenburg, Jan. 31. — Nothing has been heard of the steamer STEN STURE since she left Gdynia on Sunday (Jan. 26) for a Swedish port with coal. The voyage usually takes two days. Aircraft have been searching for the vessel. The vessel may be fixed in the ice in Gdansk Bay. She is not equipped with wireless or radio telephone. — "Göteborgs Handels och Sjöfartstidning."

L. L. 5. 2. 47.

STEN STURE. — Stockholm, Feb. 5. — Three lifebelts, two marked "Sten Sture, Trelleborg," were found at Sandvig, Bornholm, yesterday. Seven or eight hatches have been found between Allinge and Sandkaas. The size of the hatches is 178 centimetres by 40 centimetres by 6 centimetres. — "Helsingborgs Dagblad." (See issue of Feb. 12.)

L. L. 13. 2. 47

STEN STURE. — Gothenburg, Jan. 31. — Nothing has been heard of the steamer Sten Sture since she left Gdansk on Sunday (Jan. 26) for a Swedish port with coal. The voyage usually takes two days. Aircraft have been searching for the vessel. The vessel may be fixed in the ice in Gdansk Bay. She is not equipped with wireless or radio telephone. — "Göteborgs Handels och Sjöfartstidning."

STEN STURE. — Stockholm, Feb. 8. — It was reported to the Foreign Office this morning that further wreckage from the Trelleborg steamer Sten Sture has drifted ashore. A wheelhouse bulkhead and a lamp box have been found eight miles south of Nekso. In addition, a painted teak wood stool has been found. — "Helsingborgs Dagblad." (See issue of Feb. 13.)

L. L. 15. 2. 47.

Gothenburg, Feb. 1. — Three aircraft, which have searched a wide area including Gdansk Bay, have found no trace of the steamer Sten Sture. It is thought possible that the vessel may have entered a north German port. This cannot, however, be ascertained by aircraft which have to remain over international waters. The owner, Konsul Eruths, has ordered the master of the steamer Nils Sture, which is now lying at Gdansk, to ascertain whether the Sten Sture is at a port in the Russian zone. — "Göteborgs Handels och Sjöfartstidning."

Gothenburg, Feb. 3. — The Swedish Foreign Office has cabled to the Swedish Consulates at Gdansk and Hamburg, also to the Legation at Moscow, requesting investigation into the disappearance of the steamer Sten Sture. No replies have yet been received. — "Göteborgs Handels och Sjöfartstidning."

London, Feb. 8. — In reply to inquiry the owner of the steamer Sten Sture cabled from Trelleborg to-day: Sten Sture left Gdansk on Jan. 26 for Helsingborg, cargo coke. Vessel has not arrived. Lifebelts marked with ship's name have been washed ashore on the coast of Bornholm. Presumable "degraded" depth mine.

L. L. 10. 2. 47

STEN STURE. — Gothenburg, Feb. 6. — Konsul Eruths, the owner of the steamer Sten Sture states that 22 cargo hatches had floated ashore on the north coast of Bornholm up to Wednesday night (Feb. 5). Whether these belonged to the Sten Sture has not yet been ascertained. — "Göteborgs Handels och Sjöfartstidning." (See issue of Feb. 10.)

Copenhagen, Feb. 6. — Masses of wreckage drifted ashore between Sandvig and Tejn on the east side of Bornholm yesterday. Among the wreckage were a lifebelt marked "Sten Sture," 20-30 hatches, buoys and oars. A naval vessel has been ordered to make a search. It is believed that the casualty may have occurred between Gdynia and Christianso, east of Bornholm. — "Norges Handels og Sjøfartstidende."

Trelleborg, Feb. 7. — Further wreckage from the steamer Sten Sture has drifted ashore on Bornholm. Some of it is smashed to pieces indicating the probability of a heavy explosion. No trace of the crew has been found, and the possibility that they can still be alive is excluded. — "Norges Handels og Sjøfartstidende."

L. L. 12. 2. 47

## COMMITTEE'S DECISION—

*On the Board - 26<sup>th</sup> March 1947*  
*Posted Missing April 2, 1947*



*Novadoc*, of Fort William (Ont.) Official Number 148077  
(British steamer) Master *A. J. Vallis*

2227 Tons Gross

Date } 1947

Built }

1354 Tons Net

Classification

*A1 American Record. Last survey May 1946.**Digby, N.S. for New York*

Application submitted

*16<sup>th</sup> April 1947*

REMARKS—

*Fitted Wireless.*

Members

making Application

*Messrs. J. D. Christie and  
M. D. Barder per Mr. L. B. C. Giddins*

Owner

*Paterson Steamships Ltd.*

Cargo

*Gypsum*

Insurance effected at

*Lloyds & Companies*

on Vessel

on Cargo

Latest Account

*Sailed from Digby, N.S. for  
New York on the 1<sup>st</sup> March 1947  
and was reported 22 miles East of  
Portland, (Me.) on the 3<sup>rd</sup> March.*

Crew 24 including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 16<sup>th</sup> April 1947 - 44**From last report to 23<sup>rd</sup> April 1947 - 51*

COMMITTEE'S DECISION—

*On the Board 16<sup>th</sup> April 1947**Posted Missing 23<sup>rd</sup> April*

**NOVADOC.**—New York, Mar. 4.—Steamer Novadoc yesterday was 22 miles east of Portland, Me., with one hatch stove in and shipping considerable water. Coast-guard search yesterday and to-day unsuccessful, search still continues.

Portland, Me., Mar. 5.—British steamer Novadoc, Digby for New York, cargo gypsum, 23 crew and two passengers, believed lost. Distress signals received on Monday (Mar. 5) indicated position 20 miles outside Portland.

L.L. 6.3.47

**NOVADOC.**—New York, Mar. 6.—Steamer Novadoc: Plane search yesterday unsuccessful, will resume search to-day. (See issue of Mar. 6.)

Boston, Mar. 6.—The United States Coastguard to-day withdrew from the search for the British steamer Novadoc and a spokesman said it was feared that the vessel had foundered.—Reuter.

L.L. 7.3.47

**NOVADOC.**—New York, Mar. 4.—Steamer Novadoc, Digby for New York, reported at 7.37 a.m. yesterday that one hatch was stove in and she was shipping considerable water, about 22 miles east of Portland, Me. Search by aircraft and cutter Snohomish proved unsuccessful. (See later report in issue of Mar. 7.)

L.L. 8.3.47

**NOVADOC.**—New York, Mar. 5.—Steamer Novadoc: Search by three Coastguard planes and cutters Cowslip and Snohomish yesterday proved negative. Plane search will be resumed to-day. (See issue of Mar. 8.)

New York, Mar. 8.—Coast-guard have given up search for steamer Novadoc and vessel is presumed lost.

L.L. 10.3.47

**NOVADOC.** Montreal, Mar. 9.—Officials of Paterson Steamships, Ltd., announced to-day that their steamer Novadoc, which has been missing for eight days on a voyage from Digby, N.S., to New York, must, for official purposes be presumed lost. No trace has been found of wreckage or of the crew of 24.—Exchange Telegraph Company. (See under "Marine Casualties" in issue of Mar. 10.)

L.L. 11.3.47



*Bucentaur*, of Lowestoft, Official Number 125087.  
(British steam trawler.)

184 Tons Gross

Date

Built

1907

88 Tons Net

Classification

Not classed

Lowestoft for Pit Buoy, for fishing.

Application submitted

REMARKS—

25<sup>th</sup> June 1947.

Fitted Wireless

making Application

Shipping Editor

Owner

Consolidated Fisheries Ltd.  
Grimsby

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Lowestoft on the  
20<sup>th</sup> May 1947 for Pit Buoy,  
for fishing.

Crew 10 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 25<sup>th</sup> June 1947 - 36.From sailing to 2<sup>nd</sup> July 1947 - 43

COMMITTEE'S DECISION—

On the Board 25<sup>th</sup> June 1947.Posted Missing - 2<sup>nd</sup> July 1947.

**BUCENTAUR.**—Cullercoats Radio, May 21.—Following received from American steamer WILSON VICTORY:  
At 1 16 a.m., G.M.T.: XXX (Urgency signal) two miles 211 deg. true from Pit Buoy, in collision with small craft. Vessel now stopped in this position in dense fog. Ships passing keep sharp lookout for any shipwrecked persons and drifting wreckage.

At 5 22 a.m., G.M.T.: At 4 35 a.m., G.M.T., two miles 211 deg. true from Pit Buoy. Fog lifted at 1 54 a.m., G.M.T.; made thorough search of vicinity and recovered lifeboat "LT 170," no persons observed, case lifeboat adrift and proceeding. (Note.—LT 170 are the fishing letters and number of trawler Bucentaur, which left Lowestoft on May 20 for Pitt Buoy, for fishing.)

Cullercoats Radio, May 21.—Following received from Norddeich Radio at 4 48 a.m., G.M.T.: Cancel XXX from WILSON VICTORY. QUM (the distress traffic is ended).

L.L. 22.5.47.

**BUCENTAUR.**—Dover, May 21.—Steamer WILSON VICTORY passed here at 8 p.m., to-day, bound west. Pilot landed here from vessel and confirms marking on lifeboat found after collision as LT 170 (Bucentaur). (See issue of May 22.)

London, May 22.—No news of the trawler Bucentaur had reached her owners, Consolidated Fisheries, Ltd., of Grimsby, this morning.

Lowestoft, May 22.—Understand Grimsby trawler GY 150 (Ezyahne) reported identifying small boat and lifebelt of trawler Bucentaur 10 miles ENE. of S 2 buoy (lat. 54 0 30 N., long. 3 32 E.).—Lloyd's Agents.

L.L. 23.5.47

**BUCENTAUR.**—Lowestoft, June 4.—We have been informed to-day that steam trawler Bucentaur has been officially accepted as missing, no further trace of vessel or crew having been found.—Lloyd's Agents. (See issue of May 23.)

L.L. 7.6.47.

**BUCENTAUR.**—London, June 10.—In reply to inquiry the owners of the trawler Bucentaur write from Grimsby under date of June 7: The Bucentaur carried a crew of ten hands in all, and we have had no further news of her since May 21. (See under "Marine Casualties" in issue of June 7.)

L.L. 11.6.47



*Cala Galiota, of Palma, Majorca.*

*(Spanish auxiliary schooner wood.)*

100 Tons Gross

Date } 1918

Built }

82 Tons Net

Classification *Not classed*

*Barcelona for Palma, Majorca*

Application submitted

*25<sup>th</sup> June 1947.*

making Application

*Shipping Editor*

Owner

*Naviera Mallorquina*

Cargo

*No cargo.*

Insurance effected at

*on Vessel*

*on Cargo*

Latest Account

*Sailed from Barcelona for  
Palma, Majorca on the  
3<sup>rd</sup> December 1946.*

Crew *7* including Master, Officers and — Apprentices

Number of days out

Days

*From sailing to 25<sup>th</sup> June 1947 204.*

*From sailing to 2<sup>nd</sup> July 1947. 211*

REMARKS—

**CALA GALIOTA** (aux.). — Gibraltar, Dec. 13. — Owners of Spanish auxiliary schooner Cala Galiota, which left Barcelona on Dec. 3 for Palma, Majorca, are anxious.

L.L. 16. 12. 46.

**CALA GALIOTA** (aux.). — London, Dec. 16. — In reply to inquiry, Lloyd's Agent at Palma, Majorca, cables under date of Dec. 16: No news of auxiliary schooner Cala Galiota. (See issue of Dec. 16.)

L.L. 17. 12. 46.

**CALA GALIOTA** (aux.). — London, Dec. 31. — In a letter dated Dec. 17 Lloyd's Agent at Palma, Majorca, confirmed his cable of the previous day stating that he had no news of the overdue Spanish auxiliary schooner Cala Galiota, but added that he had heard an unconfirmed report that the vessel reached a port in North Africa, damaged, and that he would cable any further news. (See issue of Dec. 17.)

L.L. 1. 1. 47.

**CALA GALIOTA** (aux.). — London, Jan. 7. — In reply to inquiry Lloyd's Agents at Gibraltar cabled to-day: Auxiliary schooner Cala Galiota: Owners have no news of vessel's arrival at a North African port. (See issue of Jan. 1.)

L.L. 8. 1. 47.

COMMITTEE'S DECISION—

*On the Board 25<sup>th</sup> June 1947*

*Posted Missing 2<sup>nd</sup> July 1947*



*Sir Harvey Adamson, of Glasgow.*  
(British steamer). Master J. R. D. Weaver

1030 Tons Gross

Date

Built } 1914

528 Tons Net

Classification

+ 100 A1 Lloyd's Register Last Survey Jan. 1947.

Application submitted

REMARKS—

25<sup>th</sup> June 1947.

making Application

Shipping Editor

Owner

British India Steam Navigation Co., Ltd.

Cargo

111 tons general and 215 passengers.

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Rangoon for Tavoy and Mergui on the 17<sup>th</sup> April 1947, and was reported in lat. 13 30 N., long 97 36 E at 6.30 pm. B.S. on the 18<sup>th</sup> April 1947.

Crew 64 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 25<sup>th</sup> June 1947 68From sailing to 2<sup>nd</sup> July 1947 75

COMMITTEE'S DECISION—

On the Board 25<sup>th</sup> June 1947.Posted Missing 2<sup>nd</sup> July 1947.

**SIR HARVEY ADAMSON.** — Rangoon, Apr. 22.—The British India Steam Navigation Company's steamer Sir Harvey Adamson, carrying 250 passengers, is feared lost somewhere in the Mergui Archipelago, off the Tenasserim coast, Lower Burma. She left here on Apr. 17 and is believed to have run into a cyclone last week-end. R.A.F. Dakotas are searching the coastal region.—Reuter.

L.L. 23.4.47.

**SIR HARVEY ADAMSON.** — London, Apr. 23.—In reply to inquiry Lloyd's Agents at Rangoon cabled to-day: Steamer Sir Harvey Adamson, bound Mergui, missing off Tenasserim coast since Apr. 18. (See issue of Apr. 23.)

L.L. 24.4.47.

**SIR HARVEY ADAMSON.** — London, Apr. 25.—The managing agents of the owners of the steamer Sir Harvey Adamson have received the following cable from Calcutta, dated Apr. 24: With reference to Press reports concerning the Sir Harvey Adamson we have received the following signal through the embarkation authorities, dated Apr. 23: "Aircraft search on Apr. 22 revealed no trace, extended aircraft search and search by surface vessels proceed." This is the first and only advice received by us of this casualty. Have instructed steamer Naringa to alter her course towards the Tenasserim Coast and keep a sharp lookout and are requesting Naval Authorities here to broadcast similar instructions to all vessels in East Bay of Bengal. (See issue of Apr. 24.)

Rangoon, Apr. 25.—Steamer Sir Harvey Adamson: Search continues. Royal Air Force sighted planks and oil drums off the west coast of South Mosa Islands. Surface vessels now approaching to investigate.

L.L. 26.4.47.

**SIR HARVEY ADAMSON.** — Maulmain, Apr. 26.—Steamer Sir Harvey Adamson, Rangoon for Tavoy and Mergui with cargo and 205 passengers, feared lost about Apr. 18-19 in bad weather in position lat. 13 25 N., long. 97 40 E. No survivors yet reported. (See issue of Apr. 26.)

Calcutta, Apr. 26.—It is thought that wreckage which has been found in the Bay of Bengal to-day may be that of the steamer Sir Harvey Adamson.—Exchange Telegraph Company.

L.L. 28.4.47.

**SIR HARVEY ADAMSON.** — Singapore, Apr. 27.—After sending out two aircraft yesterday the Royal Air Force at Penang have abandoned the search for the steamer Sir Harvey Adamson. The search is still being continued from Rangoon, by both air and sea.—The

**SIR HARVEY ADAMSON.** — Rangoon, Apr. 25.—Steamer Sir Harvey Adamson left this port on Apr. 17 for Tavoy and Mergui with 111 tons of cargo and 205 passengers. At 2 10 p.m., B.S.T., on Apr. 18, Rangoon agents received the following wireless message: "Cannot make Tavoy to-day owing to SE. gale and heavy rain." At 6 30 p.m., B.S.T., on the same day, a wireless message was received by the Meteorological Office, Rangoon, giving the vessel's position as lat. 13 30 N., long. 97 36 E., routine weather report being to the effect that there were squally winds from the south-east at 23 to 27 miles per hour. Nothing further has since been heard of the vessel. (See issue of May 2.)

L.L. 7.5.47.

**SIR HARVEY ADAMSON.** — London, May 9.—The owners of the steamer Sir Harvey Adamson have received the following cable from their Rangoon office, dated May 7: Sir Harvey Adamson: Depcon, Tavoy, reports: Black leather seat and white door traced at Thab-yawa village, in lat. 15 10 N., long. 97 48 E. Villagers state that a vessel was seen on night of Apr. 18 and morning of Apr. 19. Believed wreck occurred Kyungyi Ngapyawgyun Islands, near mouth of Yeh River. Investigation proceeding. Nautical adviser reports: Yeh area already searched to seaward, negative results. As definite evidence Sir Harvey Adamson southward of Tavoy Point on evening of Apr. 18, present reports probably connected with auxiliary coaster, also missing in area. Being reinvestigated from shoreward by Maulmain Port Authorities. General seaward search ends to-day. (See issue of May 7.)

L.L. 10.5.47.

**SIR HARVEY ADAMSON.** — Maulmain, May 10.—No trace whatever of steamer Sir Harvey Adamson, and search for vessel now abandoned. No survivors yet reported. (See issue of May 10.)



*El Barbary*, of Alexandria  
(*Egyptian motor vessel*) Beranes Port for Suez

781 Tons Gross

Date

Master *H. Ditzel*

675 Tons Net

Built

Classification *Not Classed*

Application submitted

6<sup>th</sup> August

1947.

Subscriber

making Application

*J. A. Stale, Esq.*

Owners

*Ahmed Bahaa El Din Hussein and  
Abdou Mahomed El Barbary.*

Cargo

*400 Tons Talc.*

Insurance effected at

*Lloyd's and  
London Companies* } on Vessel

} on Cargo

Latest Account

*Sailed from Beranes Port (Berenice  
Port) for Suez and left Ras Banas  
on Apr. 15, 1947.*

Crew  $\frac{1}{4}$  including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 6<sup>th</sup> August 1947 - 113**From last report to 13<sup>th</sup> August 1947. - 120.*

REMARKS—

*Not Fitted Wireless**Interested as Broker.*

**EL BARBARY.** — Suez, May 13. — Con-  
verted tank landing craft *El Barbary*,  
from Port Sudan. Understand vessel  
called at Ras Banas on Apr. 15 on her  
way to Suez, now overdue. Searching  
in progress. — Lloyd's Agents.

L.L. 14.5.47.

**EL BARBARY.** — Suez, May 31. — Con-  
verted tank landing craft *El Barbary*.  
No news, must now be presumed lost. —  
Lloyd's Agents. (See issue of May 14.)

L.L. 2.6.47.

**EL BARBARY.** — Port Sudan, June 4. —  
Converted tank landing craft *El Bar-  
bary*: No results to inquiries made and  
fear no prospects of obtaining news now;  
must consider a total loss. — Lloyd's  
Agent per Salvage Association. (See  
issue of June 2.)

L.L. 6.6.47.

COMMITTEE'S DECISION—

*On the Board - 6<sup>th</sup> August 1947**Posted Missing - 13<sup>th</sup> August 1947*



Rebia, of Casablanca.

(Moroccan steamer)

563 Tons Gross

Date 1920

Master Reglain

Built rebuilt 1925

279 Tons Net

Classification

Not Classed

Algiers for Marseilles

Application submitted

REMARKS—

6<sup>th</sup> August 1947.

Not Fitted Wireless

making Application

Shipping Editor

Owner

Compagnie Cherifienne d'Armement

Cargo

Potatoes in sacks.

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Algiers for Marseilles on the 10<sup>th</sup> May 1947.

Crew

including Master, Officers and

Apprentices

Number of days out

Days

From sailing to 6<sup>th</sup> August 1947 - 88

From sailing to 13<sup>th</sup> August 1947 - 95.

COMMITTEE'S DECISION—

On the Board - 6<sup>th</sup> August 1947

Posted Missing - 13<sup>th</sup> August 1947.

REBIA.—Marseilles, May 19.—Moroccan steamer Rebia, which left Algiers on May 10 for Marseilles, reported overdue.

L.L. 20. 5. 47.

REBIA.—Marseilles, June 7.—Anxiety is felt for the safety of the steamer Rebia which left Algiers on May 10 for this port with potatoes in sacks and has not since been reported. Inquiries have been made to ascertain whether the vessel has taken refuge in a Spanish port, but no reply has yet been received. The bodies of four persons are reported to have washed up near the Balearic Islands, while another report states that some shipwrecked persons have been picked up by a Greek vessel on voyage to Cyprus. Rebia had a crew of 15 or 16 persons.—"L'Antenne." (See issue of May 20.)

L.L. 13. 6. 47.

REBIA.—Paris, June 12.—Advices received from Casablanca state that the bodies of an officer and three members of the crew of the steamer Rebia are reported to have been washed up in the Balearic Islands. This report has not been confirmed.—"Journal de la Marine Marchande." (See issue of June 13.)

L.L. 18. 6. 47.

REBIA.—Paris, June 12.—Advices received from Casablanca state that it is presumed that the steamer Rebia disappeared off the Balearic Islands during a gale on May 11/12.—"Journal de la Marine Marchande." (See issue of June 18.)

L.L. 19. 6. 47.

REBIA.—Rennes, June 17.—The bodies of seven members of the missing steamer Rebia have been found at Ciudadela, on the island of Minorca. Four bodies were found a fortnight ago in the Balearic Islands.—"Ouest-France." (See issue of June 19.)

L.L. 21. 6. 47.

REBIA.—Marseilles, June 17.—The Spanish naval authorities state that 11 bodies, apparently members of the crew of the missing steamer Rebia, have been found in Minorcan waters. Debris of a lifeboat marked "Rebia, Casablanca," has also been found.—"L'Antenne." (See issue of June 21.)

L.L. 24. 6. 47.

REBIA.—Paris, June 19.—Advices received from Algiers state that while the steamer President de Lavit was on voyage from Marseilles for Algiers, she picked up a barrel, believed to have come from the missing steamer Rebia in Minorca Channel on May 31.—"Journal de la Marine Marchande." (See issue of June 22.)

L.L. 25. 6. 47.

REBIA.—London, July 24.—In reply to inquiry, the owners of the steamer Rebia write from Casablanca under date of July 21: We are still without news of the Rebia, which must be considered lost with all hands. The vessel, which had no wireless, had a crew of 18. (See issue of June 25.)

L.L. 25. 7. 47.



*S. D. J.* of *Lowestoft*. Official Number 132971 (LT 1187)  
(British steam drifter)

100 Tons Gross

Date } 1912

Built }

36 Tons Net

Classification

*Not Classed**Lowestoft for North Sea Fishing Grounds*

Application submitted

*6<sup>th</sup> August 1947.*

making Application

*Shipping Editor*

Owner

*J. Smith*

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

*Sailed from Lowestoft for North Sea Fishing Grounds on the 5<sup>th</sup> May 1947 and was heard on the radiotelephone on the 12<sup>th</sup> May 1947.*

Crew *9* including Master, Officers and

Apprentices

Number of days out

Days

*From last report to 6<sup>th</sup> August 1947 - 86.**From last report to 13<sup>th</sup> August 1947 - 93*

REMARKS—

*Fitted Wireless*

S.D.J.—Lowestoft, May 16. — Regret to report drifter S.D.J., LT 1187, which left here for fishing on May 5 and should have returned on May 12-13, has not yet arrived, neither can any news be obtained of her. Understood last communication from vessel was on May 10. Drifter has crew of nine.

London, May 16. — The following message has been received from the owners' agents at Lowestoft of the drifter S.D.J., dated May 15: S.D.J. is overdue and some anxiety is felt for her safety. She left here for the fishing grounds on May 5 and in the normal course should have returned again on or about May 12. The Ministry of Agriculture and Fisheries arranged for three aeroplanes to search the fishing area to-day but without result. A fishery cruiser has also been detailed to search the area.

London, May 16. — H.M.S. Marmion was instructed on May 15 to carry out a 24-hour search, after leaving Esbjerg, in the vicinity of Swarte Bank, approximate position lat. 53 20 N., long. 2 15 E., for Lowestoft drifter S.D.J., LT 1187, overdue since Tuesday, May 13; last heard on radiotelephone on Monday, May 12.

L.L. 17. 5. 47.

S.D.J.—Lowestoft, May 17. — The skipper of trawler Warren, which arrived last night, reports that he sighted and identified a lifeboat of drifter S.D.J. at 1 p.m. on Friday (May 16) in a position about 50 miles N. by E. of Smiths Knoll. The boat, which was left at sea, had damage forward, but two tins of biscuits and one rowlock recovered from it have been brought ashore. (See issue of May 17.)

L.L. 19. 5. 47.

S.D.J. — London, May 24. — In reply to inquiry, Lloyd's Agents at Lowestoft write under date of May 23: Skipper of trawler Marshal Pak states that he sighted an upturned ship's lifeboat on May 15 in position 47 miles N. by E. of Smith's Knoll and identified it as belonging to the drifter S.D.J., LT 1187. The boat was damaged forward on both strakes for about 14 in. and a lifeboat was recovered from it and handed to the Fisheries Protection vessel Marmion. Shortly before picking up the boat, he sighted what appeared to be the galley grating of a drifter. We understand that the trawler Celita is reported to have seen a floating mine in the vicinity on the previous Saturday (May 18). (See issue of May 19.)

L.L. 26. 5. 47.

S.D.J. — Wisbech, May 29. — German motor vessel Luise Raabe, from Papenburg, arrived on May 26 with lifeboat marked "LT 1187," with several bottom planks burst through and sundry other damage, which she reported having picked up about 20 miles E. of Guller Dowsing on May 25. (Note.—LT 1187 are the fishing letters and number of trawler S.D.J. See issue of May 24.)

L.L. 31. 5. 47.

S.D.J.—London, June 24. — In reply to inquiry the representative of the owners of the drifter S.D.J. writes from Newlyn under date of June 23: Nothing further has been heard of drifter S.D.J. since she was last seen on May 11 or 12 and she is now presumed lost with all hands. (See issue of May 31.)

L.L. 25. 6. 47.

COMMITTEE'S DECISION—

*On the Board 6<sup>th</sup> August 1947**Posted Missing - 13<sup>th</sup> August 1947*



*Haere*, of Auckland, Official Number 115193.  
 (British auxiliary motor scow) Master V. J. Sayer.  
 119 Tons Gross Date } 1903  
 59 Tons Net Built }  
 Classification Not classed  
 Parenga-Renga for Auckland.

Application submitted

1<sup>st</sup> October 1947.

making Application

Shipping Editor

Owner

Parry Brothers, Ltd.

Cargo

Glass sand

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Parenga-Renga  
 for Auckland on the 28<sup>th</sup> May  
 1947.

Crew 5 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 1<sup>st</sup> Oct. 1947. 126From sailing to 8<sup>th</sup> Oct 1947. 133

REMARKS—

Fitted Wireless Receiver only.

HAERE (aux.).—Auckland, June 6.—  
 Scow (? auxiliary schooner) Haere over-  
 due and missing on voyage Parenga-  
 Renga to Auckland.

L.L. 7. 6. 1947

HAERE (aux.).—Auckland, June 24.—A  
 number of vessels and aircraft have  
 made prolonged searches for the auxil-  
 iary scow Haere, owned by Parry Bros.,  
 which was reported overdue on a voyage  
 from Parenga-Renga to Auckland. The  
 searches have been unsuccessful and,  
 up to the present time, no trace has  
 been found of the crew or vessel. (See  
 issue of June 7.)

L.L. 3. 7. 1947

HAERE (aux.).—London, Sept. 4.—An  
 extract from a letter received from the  
 owners of the auxiliary scow Haere,  
 dated June 11, states that the vessel left  
 Auckland on May 27 for Parenga-Renga,  
 where she was to load glass sand for  
 Auckland. The master of the motor  
 vessel Ngahau, which left Parenga-  
 Renga on May 30 and arrived at Auck-  
 land on June 1, stated that he saw the  
 Haere clear Parenga-Renga harbour at  
 approximately 3 p.m. on May 28 for  
 Auckland. At no time during the voyage  
 did the master of the Ngahau sight the  
 Haere, which he presumed might be  
 sheltering, in view of the fact that on  
 Wednesday night (May 28-29) the  
 weather changed to a very strong NNW  
 wind with fairly heavy seas. (See issue  
 of July 2.)

L.L. 6. 9. 1947

HAERE (aux.).—Auckland, Sept. 18.—  
 Auxiliary scow Haere is now presumed  
 lost with all hands. (See issue of  
 Sept. 8.)

L.L. 30. 9. 1947.

COMMITTEE'S DECISION—

On the Board — 1<sup>st</sup> Oct. 1947.Posted Missing — 8<sup>th</sup> Oct 1947.



*Korrigan, of Lorient. Etel for fishing grounds*  
*(French motor trawler)*

54 Tons Gross

Date } 1934

Built }

31 Tons Net

Classification —

Application submitted

1<sup>st</sup> October 1947.

making Application

Shipping Editor

Owners

Messrs. Morio, Mallet &amp; Consorts

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Etel for fishing grounds on the 16<sup>th</sup> April 1947 and was last seen in lat. 50 N., long 8 W., on the 23<sup>rd</sup> April 1947.

Crew 9 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 1<sup>st</sup> Oct. 1947-161From last report to 8<sup>th</sup> Oct. 1947-168

REMARKS—

Fitted Wireless

LIFEBUOY WASHED ASHORE  
 St. Mary's, Scilly Isles, Apr. 29. — A white circular lifebuoy marked "L4440 KORRIGAN" washed ashore at 3 p.m. on Apr. 28 at high water mark at Stony Porth, Bryher, Scilly.

L.L. 30. 4. 1947

KORRIGAN.—Land's End Radio, May 8. — Following received from Gouesnou Radio at 6 8 p.m., G.M.T.: Without news from trawler Korrigan, Lorient 554, last seen on Apr. 23 in position lat. 50 N., long. 8 W. Please report any information to Gouesnou Radio. (See "Lifebuoy Washed Ashore" under "Weather and Navigation," in issue of Apr. 30.)

L.L. 5. 5. 1947.

KORRIGAN. — Brest, May 5. — There is still no news of the trawler Korrigan, Lorient 5440, which has been missing since a gale on Apr. 23. No trace of the vessel has been found since that date. A Wellington aircraft from the Aero-Naval Base of Lanveoc-Poulmic yesterday searched the area between Ushant and the Scillies. Her mission, which was rendered difficult by bad weather, was fruitless. — "Ouest France." (See issue of May 5.)

L.L. 10. 5. 1947.

KORRIGAN.—Lorient, May 12. — Searches made by aircraft and surface vessels for the trawler Korrigan, of Lorient, 78 tons gross and 43 tons net, have been without result and the vessel is now considered as lost. She had a crew of nine men. — "Ouest France." (See issue of May 10.)

L.L. 17. 5. 1947

KORRIGAN.—London, Sept. 8. — In reply to inquiry, Lloyd's Agents at Paris write under date of Sept. 2: Nothing further has been heard of motor trawler Korrigan, 30.54 tons net, owners Messrs. Morio, Mallet & Consorts, of Bonco en Plougoumelen, Morbihan, built at Sables d'Olonne in 1934, fitted with wireless, which left Etel on Apr. 16 and was last seen in position lat. 50 N., long. 8 W., on Apr. 23. (See issue of May 17.)

L.L. 9. 9. 1947.

COMMITTEE'S DECISION—

On the Board - 1<sup>st</sup> Oct 1947Posted Missing - 8<sup>th</sup> Oct 1947



*Michel Le Nobletz* of Douarnenez  
(French motor trawler) Master Louis Magnan

47 Tons Gross

Date } 1944

5 Tons Net

Built }  
Classification

*Douarnenez for mackerel fishing grounds*

Application submitted

*1st October 1947*

making Application

*Shipping Editor*

Owner

*Louis Magnan*

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

*Sailed from Douarnenez for mackerel fishing grounds on the 19th April 1947 and was last seen in lat 50 N, long 8 40 W. on the 23rd April 1947.*

Crew 18 including Master, Officers and Apprentices

Number of days out

Days

*From last report to 1st Oct. 1947 - 161.*

*From last report to 8th Oct 1947 - 168*

REMARKS—

**MICHEL NOBLETZ.**—Land's End Radio, May 3.—Following received from Gouesnou Radio at 6 8 p.m., G.M.T.: Without news from small trawler Michel Nobletz, from Douarnenez, last seen on Apr. 23 in position lat. 50 N., long. 8 40 W. Motor trawler with sails, two masts, white, hull blue, steering for shelter. Please report any information to Gouesnou Radio.

*L.L. 5.5.1947*

**MICHEL NOBLETZ.**—Brest, May 5.—There is still no news of the fishing vessel Michel Nobletz, Douarnenez 3597, which has been missing since a gale on Apr. 23. No trace of the vessel has been found since that date. A Wellington aircraft from the Aero-Naval Base of Lanveoc-Poulmic yesterday searched the area between Ushant and the Scillies. Her mission, which was rendered difficult by bad weather, was fruitless.—“Ouest France.” (See issue of May 5.)

*L.L. 10.5.1947*

**MICHEL LE NOBLETZ.**—Land's End Radio, May 3.—Following received from Gouesnou Radio at 6 8 p.m., G.M.T.: Without news from small trawler Michel le Nobletz (not MICHEL NOBLETZ, as reported in issues of May 5 and 10), of Douarnenez, last seen on Apr. 23 in position lat. 50 N., long. 8 40 W. Motor trawler with sails, two masts, white hull, blue steering shelter. Please report any information to Gouesnou Radio.

—Brest, May 5.—There is still no news of the fishing vessel Michel le Nobletz, Douarnenez 3597, which has been missing since a gale on Apr. 23. No trace of the vessel has been found since that date. A Wellington aircraft from the Aero-Naval base of Lanveoc-Poulmic yesterday searched the area between Ushant and the Scillies. Her mission, which was rendered difficult by bad weather, was fruitless.—“Ouest France.”

*L.L. 20.5.1947*

**MICHEL LE NOBLETZ.**—Paris, May 15.—According to advices from Quimper, fishing vessel Michel Le Nobletz, which left on Apr. 19 for fishing off Ushant and was last seen during a gale on Apr. 23, has been officially announced as lost with her crew of 18 men.—“Journal de la Marine Marchande.” (See issue of May 20.)

*L.L. 22.5.1947*

**MICHEL LE NOBLETZ.**—Penzance, May 27.—Motor fishing vessel Renovate, PZ 47, landed at Newlyn yesterday a lifebuoy marked “Michel le Nobletz, D 3597,” (picked up) about 20 miles north-west of Longships on May 21. (See issue of May 25.)

*L.L. 28.5.1947*

**MICHEL LE NOBLETZ.**—London, Sept. 8.—In reply to inquiry, Lloyd's Agents at Paris write under date of Sept. 2: Nothing further has been heard of auxiliary motor trawler Michel le Nobletz, 5.13 tons net, owner and master Louis Magnan, built in 1944, which left Douarnenez on Apr. 19 for mackerel fishing grounds and was last seen in position lat. 50 N., long. 8 40 W. on Apr. 23. (See issue of May 28.)

*L.L. 9.9.1947*

COMMITTEE'S DECISION—

*On the Board - 1st Oct. 1947*

*Posted Missing - 8th Oct. 1947*



*Petit Jeannot, of La Rochelle.*  
*(French motor trawler)*

42 Tons Gross

Date } 1942

Built }

7 Tons Net

Classification —

*La Rochelle for fishing grounds*

Application submitted

*1<sup>st</sup> October 1947.*

REMARKS—

*Fitted Wireless.*

making Application

*Shipping Editor*

Owner

*M. Pondenis*

Cargo

—

Insurance effected at

—

} on Vessel

—

} on Cargo

Latest Account

*Sailed from La Rochelle for fishing grounds on the 2<sup>nd</sup> April 1947 and reported by wireless on the 3<sup>rd</sup> April 1947.*

Crew 8 including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 1<sup>st</sup> Oct 1947 - 181.*

*From last report to 8<sup>th</sup> Oct 1947 - 188*

COMMITTEE'S DECISION—

*On the Board - 1<sup>st</sup> Oct. 1947.*

*Posted Missing - 8<sup>th</sup> Oct 1947*

**PETIT JEANNOT.** — London, May 2. — In reply to inquiry, Lloyd's Agent at La Rochelle writes under date of Apr. 30: Trawler *Petit Jeannot*, LR 3870, 42 tons gross, 7 tons net, owner and chief engineer Pondenis, left La Rochelle on Apr. 2 and was in wireless communication on Apr. 3, since when there has been no news of her.

*L.L. 3.5.1947*

**PETIT JEANNOT.** — Paris, May 1. — Advice received from La Rochelle state that the motor trawler *Petit Jeannot* is regarded as lost. Searches for the vessel have been without result. — "Journal de la Marine Marchande." (See issue of May 8.)

*L.L. 8.5.1947*

**PETIT JEANNOT.** — London, Sept. 8. — In reply to inquiry, Lloyd's Agents at Paris write under date of Sept. 2: Motor trawler *Petit Jeannot*, built at Gujan, Gironde, in 1942, which left La Rochelle on Apr. 2 with a crew of eight and was last heard of at 7.30 p.m., Apr. 3, is now considered lost with all hands. (See issue of May 8.)

*L.L. 9.9.1947.*



*Petit Pierre Ange, of Auray*  
(French motor trawler)

42 Tons Gross

Date } 1926

Built }

40 Tons Net

Classification -

*Etel for fishing grounds.*

Application submitted

*1<sup>st</sup> October 1947.*

making Application

*Shipping Editor*

Owner

*Messrs Ange Bodevin, Edouard Le  
Guennec & Mme Rosetzky.*

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

*Sailed from Etel for fishing grounds  
on the 15<sup>th</sup> April 1947 and was last  
seen in lat 50 40 N, long 8 W on the  
23<sup>rd</sup> April 1947.*

Crew 8 including Master, Officers and

Apprentices

Number of days out

Days

*From last report to 1<sup>st</sup> Oct 1947 - 161.*

*From last report to 8<sup>th</sup> Oct 1947 - 168*

## REMARKS—

*Fitted Wireless*

**LE PETIT PIERRE ANGE.** — Land's End Radio, May 3.—Following received from Gouesnou Radio at 6.8 p.m., G.M.T.: Without news from trawler Le Petit Pierre Ange, Auray 718, last seen on Apr. 23 in position lat. 50 40 N., long. 8 W. Please report any information to Gouesnou Radio.

*L.L. 5.5.1947*

**LE PETIT PIERRE ANGE.** — Brest, May 5.—There is still no news of the trawler Le Petit Pierre Ange, Auray 718, which has been missing since a gale on Apr. 23. No trace of the vessel has been found since that date. A Wellington aircraft from the Aero-Naval Base of Lanveoc-Poulmic yesterday searched the area between Ushant and the Scillies. Her mission, which was rendered difficult by bad weather, was fruitless. — "Ouest France." (See issue of May 5.)

*L.L. 10.5.1947*

**LE PETIT PIERRE ANGE.** — Lorient, May 12.—Searches made by aircraft and surface vessels for the trawler Le Petit Pierre Ange, 42 tons gross and 40 tons net, have been without result and the vessel is now considered as lost. She had a crew of eight men. — "Ouest France." (See issue of May 10.)

*L.L. 17.5.1947*

**PETIT PIERRE ANGE.** — Land's End Radio, May 3.—Following received from Gouesnou Radio at 6.8 p.m., G.M.T.: Without news from trawler Petit Pierre Ange (not LE PETIT PIERRE ANGE, as reported in issues of May 5, 10 and 17) Auray 718, last seen on Apr. 23 in position lat. 50 40 N., long. 8 W. Please report any information to Gouesnou Radio.

*Brest, May 5.*

—There is still no news of the trawler Petit Pierre Ange, Auray 718, which has been missing since a gale on Apr. 23. No trace of the vessel has been found since that date. A Wellington aircraft from the Aero-Naval Base of Lanveoc-Poulmic yesterday searched the area between Ushant and the Scillies. Her mission, which was rendered difficult by bad weather, was fruitless. — "Ouest France."

*Lorient, May 12.*

—Searches made by aircraft and surface vessels for the trawler Petit Pierre Ange, 42 tons gross and 40 tons net, have been without result and the vessel is now considered as lost. She had a crew of eight men. — "Ouest France."

*L.L. 20.5.1947*

**PETIT PIERRE ANGE.** — Liverpool, July 19. — A lifebuoy, painted white, marked in black lettering "Petite Pierre Ange A. 771188" has been picked up.

*London, July 20.*

—In reply to inquiry, Lloyd's Correspondents at Liverpool report to-day: Southport police advise by telephone to-day: Lifebuoy painted white, black lettering "PETITE PIERRE ANGE, A 771188," found on sand north of pier by a boy and brought into the Shore Rangers Patrol hut some time between 5 p.m., July 18, and 7 a.m., July 19. (Note.—Port letter and fishing number of Petit Pierre Ange are A 718. See issue of May 20.)

*L.L. 21.5.1947*

**PETIT PIERRE ANGE.** — London, Sept. 8.—In reply to inquiry, Lloyd's Agents at Paris write under date of Sept. 2: Motor trawler Petit Pierre Ange, owners Ange Bodevin and Edouard Le Guennec, of Etel, and Madame Rosetzky, of Pontivy, built at Belle-Ile in 1926; fitted with wireless, left Etel on Apr. 15 and has not been heard of since she was seen in position lat. 50 40 N., long. 8 W., on Apr. 23. (See issue of July 21.)

*L.L. 9.9.1947*

## COMMITTEE'S DECISION—

*On the Board - 1<sup>st</sup> Oct. 1947.*

*Posted Missing - 8<sup>th</sup> Oct 1947.*



Rein II

(Norwegian motor vessel)

117 Tons Gross

Date } 1892

Built }

44 Tons Net

Classification —

of Oslo.

Copenhagen and Halmstad for Oslo  
Master Normann Lovdahl

Application submitted

28<sup>th</sup> January 1948.

making Application

Shipping Editor

Owner

Ruth Nygaards Rederi

Cargo

in ballast

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Copenhagen on the  
27<sup>th</sup> September 1947 for Oslo and  
left Halmstad on the 2<sup>nd</sup> October  
1947.

Crew 6 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 28<sup>th</sup> Jan. 1948 - 118.From last report to 4<sup>th</sup> Feb. 1948 - 125

REMARKS—

Fitted Wireless

REIN II.—Oslo, Oct. 25.—Anxiety is felt for the safety of the steamer Rein II, of Oslo, owned by Ruth Nygaards Rederi, which has not been heard of since she left Halmstad on Oct. 2 for Oslo, in ballast. She had a crew of five men.—"Norges Handels og Sjøfartstidende."

L.L. 29. 10. 1947.

REIN II.—Gothenburg, Nov. 24.—Norwegian steamer Rein II experienced engine trouble while on voyage from Copenhagen to Oslo, in ballast, during the latter part of September and put into Halmstad for repairs. She left Halmstad for Oslo at 9.30 a.m. on Oct. 2 and has not been seen or heard of since. The vessel, which carried a crew of six men, had wireless on board, and it is thought probable that she struck a mine and foundered immediately, as no wireless message calling for assistance appears to have been sent.

L.L. 27. 11. 1947.

REIN II.—London, Nov. 27.—In reply to inquiry, the owner of vessel Rein II writes from Oslo under date of Nov. 25: I have had no news of the vessel or of her crew since she left Halmstad on Oct. 2. Search was without result and the vessel is presumed to have been blown up by a mine. The master of the vessel was Normann Lovdahl.

L.L. 28. 11. 1947.

REIN II.—Gothenburg, Dec. 8.—In spite of extensive inquiries made all along the coast here, no news of any kind has been received of motor vessel, ex steamer, Rein II, or of any wreckage which might have come from the vessel. (See issue of Nov. 28.)

L.L. 13. 12. 1947.

COMMITTEE'S DECISION—

On the Board - 28<sup>th</sup> Jan 1948Posted Missing 4<sup>th</sup> Feb. 1948



*Teasel*, of Cardiff. Official Number, 162125.  
(British motor vessel)

290 Tons Gross

Date } 1937.  
Built }

115 Tons Net

Classification —

Master *W. J. A. Jones*

Belfast for Manchester

REMARKS—

Application submitted

28<sup>th</sup> January 1948

Member

making Application

*J. H. Blackmore, Esq.*

Owner

*Lovering and Sons, Ltd.*

Cargo

301 tons steel bars.

Insurance effected at

*Lloyd's and Marine  
Companies*

on Vessel

on Cargo

Latest Account

Sailed from Belfast for Manchester  
on the 6<sup>th</sup> January 1948 and was  
off Maughold Head, I.O.M.  
same day.

Crew

7 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 28<sup>th</sup> Jan. 1948 - 22From last report to 4<sup>th</sup> Feb. 1948 - 29.

Fitted Wireless

TEASEL.—Seaforth Radio, Jan. 6.—Following received from motor vessel Teasel at 5 p.m., G.M.T.: Mayday (distress signal) six miles E. of Ayre Point, have developed dangerous list; send lifeboat to stand by.

L.L. 7. 1. 1948

TEASEL.—Seaforth Radio, Jan. 6.—Following received from British motor vessel Teasel at 5 14 p.m., G.M.T.: List increasing, can now see Maughold Head, bearing south-west. (See issue of Jan. 7.)

Ramsey, I.O.M., Jan. 6.—Ramsey lifeboat was launched at 6 15 p.m. to assist motor vessel Teasel, which had developed a dangerous list six miles E. of Ayre Point, I.O.M. At 9 45 p.m., Ramsey lifeboat went ashore at Ayre Point. Douglas and Peel lifeboats are being launched to the assistance of Teasel.

Seaforth Radio, Jan. 6.—No further communication with motor vessel Teasel; distress traffic ended at 8 5 p.m.

London, Jan. 6.—The lifeboat from Ramsey and salvage tug Salvada, which left Campbelltown to-night, joined in the search in a south-east gale to-night for the motor vessel Teasel. The lifeboat put to sea in a severe storm and received a severe buffeting. It searched for the vessel without success and in the process of doing so was driven ashore near Ayre Point. The crew were able to make land and were taken to the Ayre Point Lighthouse. Later the Douglas and Peel lifeboats were launched and with the salvage tug continued the search for the Teasel, which had reported having a heavy list. Up to 10 45 p.m. there was no news of the vessel. The lifeboats are still engaged in the search.—Exchange Telegraph Company.

Ramsey, I.O.M., Jan. 7.—Peel and Douglas lifeboats returned at 2 15 p.m., having found nothing.

London, Jan. 7.—Motor vessel Teasel, which is owned by Lovering & Sons, Ltd., Cardiff, left Belfast at 7 30 a.m. on Tuesday (Jan. 6) with a cargo of scrap steel, and was due at Manchester at 7 30 a.m. to-day. The master is Mr. W. Jones, of Llandilo, Carmarthenshire, and she has a crew of eight. The Air Ministry stated this afternoon that one R.A.F. four-engined Halifax and nine Royal Naval aircraft had joined in the search for the Teasel. All civil aircraft flying in the area have been instructed to keep a look-out for the vessel. An Anson aircraft flew back to Aldergrove after an unsuccessful search. The Peel lifeboat returned to harbour this afternoon after combing the area from Ayre Point to the north-east corner of Ireland for 16 hours, having failed to find any trace of the Teasel.

L.L. 8. 1. 1948.

TEASEL.—Ramsey, I.O.M., Jan. 8.—The bodies of two of the crew of the motor vessel Teasel, in distress six miles east of Ayre Point, Isle of Man, on Tuesday (Jan. 6), were picked up on a raft by steamer Dromaine at noon yesterday, Jan. 7, seven miles west of Ayre Point. Wreckage believed to be from Teasel has been washed ashore at Rue Point, Isle of Man. (See issue of Jan. 8.)

Bangor, Co. Down, Jan. 8.—At noon on Jan. 7 steamer Dromaine, from Whitehaven, picked up two bodies from raft at a point seven miles west of Ayre Point. Papers on bodies established that they belonged to motor vessel Teasel.

London, Jan. 8.—The owners of motor vessel Teasel stated this afternoon: We have abandoned hope now. We are afraid we must presume she has foundered.

L.L. 9. 1. 1948

LIFEBOAT AND WRECKAGE  
WASHED ASHORE

Ramsey, I.O.M., Jan. 8.—One ship's lifeboat, 16 ft. in length, painted white with brown top strake, grey inside, with two burnt-out flares and six wooden hatch covers, and other wreckage, all with no markings, have been found washed ashore at Jurby Head, Isle of Man, to-day.

L.L. 10. 1. 1948

LIFERAFT WASHED ASHORE

Ramsey, I.O.M., Jan. 13.—A Carley float, eight feet long, four feet wide, painted brown, no distinguishing marks, has washed ashore 1 1/2 miles S. of Rue Point, Isle of Man.

L.L. 15. 1. 1948

TEASEL.—London, Jan. 16.—In reply to inquiry, the owners of motor vessel Teasel write from Cardiff under date of Jan. 15: The lifeboat washed ashore on Jan. 8 at Jurby Head is in all probability one of those carried by motor vessel Teasel, the length and markings tallying. The six wooden hatch covers found with the lifeboat probably came from the Teasel also. The Carley float is probably the raft on which the two bodies were found seven miles off Ayre Point by steamer Dromaine. We understand that the bodies were picked up but the float was left. It is most probable that this also came from the Teasel. (See issue of Jan. 9, also "Lifeboat and Wreckage Washed Ashore" under "Weather and Navigation" in issue of Jan. 10 and "Liferaft Washed Ashore" under "Weather and Navigation" in issue of Jan. 15.)

L.L. 17. 1. 1948.

COMMITTEE'S DECISION—

On the Board - 28<sup>th</sup> Jan. 1948.Posted Missing 4<sup>th</sup> Feb. 1948.



*Eigvaag, of Farsund.*  
(Norwegian motor vessel)

56 Tons Gross

Date } 1913

Built }

42 Tons Net

Classification *Not classed*

Oslo for Larvik

Master R. N. Nachmann

Application submitted

11 February 1948.

making Application

Shipping Editor

Owner

Messrs. Wang and von Tangen.

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Oslo for Larvik  
on the 8<sup>th</sup> January 1948.

Crew 3 including Master, Officers and - Apprentices

Number of days out

Days

From sailing to 11<sup>th</sup> Feb. 1948 - 34.From sailing to 18<sup>th</sup> Feb. 1948 - 41.

REMARKS—

*Not Fitted Wireless*

## WRECKAGE WASHED ASHORE

Oslo, Jan. 22.—Wreckage of a vessel washed ashore off Lillesand, southern Norway, may be part of the Norwegian 100-ton EIGVAAG, missing since Jan. 8, it was believed here, though identification has not been completed. The ship's crew of three are feared lost; her master and part owner is M. Rolf Nathan Nachmann. —Reuter.

L. L. 24. 1. 1948

EIGVAAG.—Oslo, Jan. 22.—Nothing has been heard of the motor vessel Eigvaag, about 100 tons d.w., since she left Oslo on Jan. 8 for Larvik. The voyage should have taken about 12 hours. She had a crew of three men.—"Norges Handels og Sjøfartstidende." (See "Wreckage Washed Ashore" under "Weather and Navigation" in issue of Jan. 24.)

L. L. 27. 1. 1948

EIGVAAG.—Oslo, Jan. 22.—There are indications that the motor vessel Eigvaag has been totally lost. Wreckage, presumably from the missing vessel, was found adrift off Aakeroy, near Lillesand, on Jan. 15. The Oslo police have also received a report that a lifebuoy, marked "Eigvaag," has drifted ashore at Stjerneoy, east of Mandal.—"Norges Handels og Sjøfartstidende." (See issue of Jan. 27.)

Oslo, Jan. 22.—Among other wreckage found at Aakeroy are planks marked "Oslo" and part of a nameboard on which can clearly be read the letters "gvaag."—"Bergens Tidende."

L. L. 28. 1. 1948

EIGVAAG.—London, Feb. 5.—In reply to inquiry, Lloyd's Agent at Oslo writes under date of Feb. 2: Motor vessel Eigvaag, 56 tons gross, 42 tons net, built in 1913, owned by Wang & von Tangen, of Oslo, left Oslo on Jan. 8 for Larvik. Wreckage was later found off Lillesand. Her owners have no further news of the vessel. She had no wireless and carried a crew of three men. (See issue of Jan. 28.)

L. L. 6. 2. 1948

COMMITTEE'S DECISION—

On the Board - 11<sup>th</sup> Feb 1948*Posted Missing 11<sup>th</sup> Feb 1948*



*Samkey*, of London. Official Number 169788  
(British steamer)

7219 Tons Gross

Date } 1943

Built } 1943

Last Survey { Hull 2-47

Machinery 3-47

4380 Tons Net

Classification American Record + A1(E)

London for Cuba

Master, C. A. Cremin

Application submitted

REMARKS—

17<sup>th</sup> March 1948

making Application

Shipping Editor

Owner

Minister of Transport  
(Managed by - New Zealand  
Shipping Co., Ltd.)

Cargo

in ballast.

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from London for Cuba  
on the 24<sup>th</sup> January and  
reported to Horta Radio at noon  
on January 31, 1948 from position  
lat. 41 48 N. long 24 W

Crew 43 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 17<sup>th</sup> Mar. 1948 - 46From last report to 24<sup>th</sup> Mar. 1948 - 53

Fitted Wireless

**SAMKEY.** — London, Feb. 19. — The managers of the steamer Samkey, which left London on Jan. 24 for Cuba, in ballast, state that they have received no report from the vessel since Jan. 28, when her position was lat. 47 8 N., long. 17 27 W. The motor tanker Lampania reports that the Samkey was heard to call Horta Radio with weather observations at 1 8 p.m., G.M.T., on Jan. 30 and again at 12 11 p.m., G.M.T., on Jan. 31. The position of the Lampania at noon, G.M.T., on Jan. 31 was lat. 40 56 N., long. 22 2 W. Repeated attempts to call the Samkey by wireless have been made since Feb. 4 without result.

In reply to inquiry, Lloyd's Agent at Havana cabled on Feb. 18: Report received this morning states that steamer Samkey was sighted off Tunas de Zaza but subsequent report reveals mistaken identity. Up to present moment, 5 p.m., no news of vessel received.

L.L. 20-2-1948

**SAMKEY.** — Havana, Feb. 19. — To present moment, 3 40 p.m., absolutely no news of steamer Samkey received. (See issue of Feb. 20.)

L.L. 21-2-1948

**SAMKEY.** — London, Feb. 20. — The Ministry of Transport has asked the Foreign Office to approach the Portuguese Government with a view to an air search being made from the Azores for the steamer Samkey. (See issue of Feb. 21.)

L.L. 23-2-1948

**SAMKEY.** — London, Mar. 1. — The owners of steamer Samkey have received the following wireless message from master of steamer Stafford via motor vessel Port Chalmers and Portishead Radio, dated Feb. 27: Nothing heard of Samkey at any time, called her frequently from Feb. 4 to Feb. 18. Position of steamer Stafford at noon Feb. 1, lat. 47 47 N., long. 15 43 W., wind SW. 9-10 (strong to whole gale and noon, Feb. 2, lat. 47 4 N., long. 17 30 W., wind SW. 7-8 (moderate to fresh gale). From noon, Jan. 20, until Feb. 6, strong SW. gale with the exception of Feb. 3, when only force 5, (fresh) (See issue of Feb. 23.)

L.L. 2-3-1948

**SAMKEY.** — New York, Mar. 1. — Coast-guard at Miami advises Feb. 29: Cuban Navy reports steamer Samkey has not arrived at any Cuban port. (See issue of Mar. 2.)

L.L. 3-3-1948

**SAMKEY.** — London, Mar. 4. — In reply to inquiry, the New Zealand Shipping Company, Ltd., state that the last information they had of the steamer Samkey was that she was reported to have transmitted weather reports to Horta Radio at noon on Jan. 31 from position lat. 41 48 N., long. 24 W. At a normal speed of 10 knots she should have arrived off Cuba about Feb. 11 or 12. (See issue of Mar. 3.)

L.L. 6-3-1948

COMMITTEE'S DECISION—

On the Board - 17<sup>th</sup> March 1948Posted Missing 24<sup>th</sup> March 1948



# Segeberg of Hamburg.

(German motor vessel)

350 Tons Gross

Date } 1943  
Built }

153 Tons Net

Classification *Not classed.*

Eling, Southampton for Rotterdam

Master J. Reisener

Application submitted

17<sup>th</sup> March 1948.

REMARKS—

*Not Fitted Wireless.*

making Application

Shipping Editor

Owner

Knohr & Burchard Afl.

Cargo

Pitch in bulk

Insurance effected at

—

on Vessel

—

on Cargo

Latest Account

Sailed from Eling, Southampton on the 15<sup>th</sup> November 1947 and passed Fort Gulkicker same day for Rotterdam.

Crew 9 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 17<sup>th</sup> Mar. 1948—123

From last report to 24<sup>th</sup> Mar. 1948—130

COMMITTEE'S DECISION—

On the Board 17<sup>th</sup> March 1948

Posted Missing 24<sup>th</sup> March 1948

SEGEBERG. — London, Dec. 1. — German motor vessel Segeberg left Eling, Southampton, on Nov. 15 for Rotterdam. Radio messages were broadcast on Nov. 27 to all ships in the English Channel and southern North Sea between Nab Light-vessel and the River Elbe for any information. No reply has been received. The Allied Control Commission Shipping Bureau in London stated on Nov. 28 that they felt apprehensive. The owners in Hamburg telegraphed to Lloyd's for later information on Nov. 24.

L.L. 1. 12. 1947

SEGEBERG. — London, Dec. 10. — In reply to inquiry with reference to motor vessel Segeberg, rumoured to be at Ostend, Lloyd's Agents at Antwerp cabled on Dec. 9: Vessel unknown at Ostend, Ghent, Bruges or Antwerp. (See issue of Dec. 2.)

L.L. 11. 12. 1947

SEGEBERG. — London, Jan. 12. — In reply to inquiry, the owners of motor vessel Segeberg write from Hamburg under date of Jan. 7: Motor vessel Segeberg had no wireless. She had a crew of nine men under the command of Captain Johann Reisener. We have had no news of her since the report from Lloyd's that she passed Fort Gulkicker on Nov. 15, on voyage from Southampton to Rotterdam. (See issue of Dec. 11.)

L.L. 13. 12. 1947

SEGEBERG. — London, Jan. 19. — The Control Commission Shipping Bureau reports that the German Shipowners' Association state that motor vessel Segeberg, which left Southampton on Nov. 15 with a cargo of pitch for Rotterdam, must be considered lost. (See issue of Jan. 13.)

L.L. 20. 1. 1948

SEGEBERG. — London, Jan. 20. — In reply to inquiry, Lloyd's Agents at Rotterdam write under date of Jan. 19: So far as we have been able to ascertain, motor vessel Segeberg did not arrive in the Nieuwe Waterweg on or after Nov. 15. (See issue of Jan. 20.)

L.L. 21. 1. 1948



*H. Hohnholz, of Bremerhaven*  
(German steam trawler).

228 Tons Gross

Date

Built

1920

Classification Not classed.

Bremerhaven for North Sea fishing grounds

86 Tons Net

Master F. Klatt.

Application submitted

16<sup>th</sup> June 1948.

making Application

Shipping Editor

Owner

"Nordsee" Deutsche Hochseefischerei  
A. G.

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Bremerhaven for North Sea fishing grounds on the 31<sup>st</sup> March 1948 and was reported in approx. lat. 57° 31' N., long 5 to 6 E. on the 10<sup>th</sup> April 1948.

Crew 14 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 16<sup>th</sup> June 1948—67.From last report to 23<sup>rd</sup> June 1948—74

COMMITTEE'S DECISION—

On the Board

16<sup>th</sup> June 1948Posted Missing 23<sup>rd</sup> June 1948

REMARKS—

Fitted Wireless Telephone

H. HOHNHOLZ.—Cullercoats Radio, Apr. 22.—Following received from Elbe Weser Radio at 10 20 a.m., G.M.T.: Trawler H. Hohnholz, call sign, DNNO, letters BX 329, was last seen on Apr. 9 in approximate position lat. 57 30 N., long. 5 E., and is missing since.

L.L. 23. 4. 1948

H. HOHNHOLZ.—Bremerhaven, Apr. 24.—It was feared here to-day that the steam trawler H. Hohnholz, missing for some days, had struck a mine off the north west coast of Denmark. She had a crew of 14.—Reuter. (See issue of Apr. 23.)

L.L. 26. 4. 1948.

H. HOHNHOLZ.—London, June 7.—In reply to inquiry, the owners of steam trawler H. Hohnholz write from Bremerhaven, under date of June 1: Our fishing vessel H. Hohnholz, BX 329, skipper Fritz Klatt, left Bremerhaven on Mar. 31. The last report in our possession originated from her at 11 p.m. on Apr. 10, when she was in telephonic communication with our fishing vessel, Konsul Dubbers. Her position at that time was approximately lat. 57 31 N., long. 5 to 6 E. (See issue of Apr. 26.)

L.L. 8. 6. 1948.



*Iwan of Malmo.*  
(*Swedish steamer*)

289 Tons Gross

Date } 1890

Built

142 Tons Net

Classification

*Not classed*

*Ustka for Oskarshamn*

*Master A. Andersson*

REMARKS—

Application submitted

*16<sup>th</sup> June 1948*

*Fitted Wireless Receiver Only*

making Application

*Shipping Editor*

Owner

*Iven Nilsson Blanck*

Cargo

*Coal*

Insurance effected at

— on Vessel

— on Cargo

Latest Account

*Sailed from Ustka for Oskarshamn on the 18<sup>th</sup> February 1948.*

Crew // including Master, Officers and — Apprentices

Number of days out

Days

*From sailing to 16<sup>th</sup> June 1948 - 119. 6*

*From sailing to 23<sup>rd</sup> June 1948 - 126 0.*

IWAN. — Stockholm, Feb. 28. — The wheelhouse of the missing Swedish steamer Iwan has been found four miles north of Jackowa, six-seven miles from Darlowo (Rugenwalde), by the Swedish motor sailing vessel Vesta. The Swedish Attaché at Gdansk who forwarded the information to the Swedish Foreign Office also states that the master of the motor sailing vessel Marcia, which sailed at the same time as the motor schooner Kinnekulle (which see under "Marine Casualties"), and the Iwan, reported that his vessel increased in weight by 25 tons through icing during heavy weather. All police, naval and coastguard posts along the whole of the Polish coast have been informed of the vessel's disappearance, but nothing fresh has been reported, states the Attaché. — "Helsingborgs Dagblad." (See issue of Mar. 8.)

L. L. 4.3.1948

IWAN. — Gothenburg, Mar. 3. — The second lifeboat of the steamer Iwan has been found by a Danish fishing cutter, adrift bottom up, seven miles off Svancke, on Bornholm Island. According to the newspaper "Arbetet," six oars and two lifebuoys, all marked "Iwan, Malmo," were found in the lifeboat. There was also a supply of provisions, but these had been destroyed by salt water. In addition, three lifebuoys have drifted ashore on Bornholm recently. According to the newspaper, the finding of the lifeboat would seem to confirm that the crew perished with the Iwan. Neither the boat nor the oars appear to have been used, and the circumstance that the provisions were untouched indicates that none of the crew succeeded in boarding the lifeboat. — "Goteborgs Handels och Sjöfartstidning." (See issue of Mar. 4.)

L. L. 5.3.1948

IWAN. — London, Mar. 11. — In reply to inquiry, Lloyd's Agents at Malmo write under date of Mar. 8: The owner of the steamer Iwan states that it has been impossible to ascertain whether the vessel was sunk by a mine or not. The vessel, whose master was Alfred Andersson, carried a crew of 11 in all and was fitted with a radio receiver but no transmitter. (See issue of Mar. 8.)

— London, Mar. 11. — In reply to inquiry, Lloyd's Agents at Kalmar write under date of Mar. 8: We have not received any later news of the steamer Iwan since she left Ustka on Feb. 18. She is considered lost, especially after her lifeboats were found empty at Bornholm. There has been no trace of the crew.

L. L. 12.3.1948

IWAN. — Gothenburg, Mar. 11. — A Nekso fishing vessel found on Tuesday (Mar. 9), about 10 miles east of Nekso, a lifebelt which may lead to an explanation of the loss of the steamer Iwan. The lifebelt bore the name "Iwan" and clearly showed signs of fire. The possibility of the vessel having been lost by fire or explosion cannot therefore be excluded. Two other fishing vessels have found wreckage from the Iwan, including some half dozen of a wheelhouse, in the waters around Christianso. — "Goteborgs Handels och Sjöfartstidning." (See issue of Mar. 12.)

L. L. 16.3.1948

IWAN. — Gothenburg, Mar. 16. — Advice received from Malmo state that the motor schooner Vesta, of Oskarshamn, has arrived at Helsingborg with wreckage from the missing steamer Iwan. The wreckage, which included a bulkhead from a wheelhouse, was examined on Monday (Mar. 15). Nothing was found which would throw any light on the cause of the loss. — "Goteborgs Handels och Sjöfartstidning." (See issue of Mar. 16.)

L. L. 19.3.1948

IWAN. — Stockholm, Mar. 22. — In reply to inquiry made by the Swedish Embassy in Moscow, the Russian Foreign Office states that it has no information with respect to the steamer Iwan and her crew. — "Helsingborgs Dagblad." (See issue of Mar. 19.)

L. L. 31.3.1948

CISION—

*16<sup>th</sup> June 1948*

*23<sup>rd</sup> June 1948*



*Shoukr Allah, of Alexandria.*  
(*Egyptian auxiliary motor vessel*)

172 Tons Gross

Date } 1944  
Built }

Alexandria for Beirut

139 Tons Net

Classification *Not classed* Master *M. I. El Ridi*

Application submitted

REMARKS—

16<sup>th</sup> June 1948*Not Fitted Wireless*

Subscriber

making Application

*Mr. J. S. Wright*

SHOUKR ALLAH (aux.). — Alexandria, Jan. 31.—According to the local Press, Egyptian (auxiliary) sailing vessel Shoukr Allah left Alexandria on Dec. 29 for Beirut with a cargo of Egyptian produce, and has not since been heard of.

L. L. 4. 2. 1948.

Owner

*Mikhail Raphail Serofim*

SHOUKR ALLAH (aux.). — London, Apr. 6.—In reply to inquiry with reference to Egyptian auxiliary sailing vessel Shoukr Allah, which left Alexandria on Dec. 29 for Beirut, Lloyd's Agents at Beirut forward a letter from the port authorities, dated Mar. 30, which states that the Shoukr Allah had not called at Beirut since Dec. 21. Inquiries were also made at Tripoli and Lattakia but nothing has been heard of the vessel at these ports. (See issue of Feb. 4.)

L. L. 7. 4. 1948.

Cargo

*251 tons Molasses in barrels*

SHOUKR ALLAH (aux.). — London, May 18.—In reply to inquiry, Lloyd's Agents at Alexandria write under date of May 11: Agents at this port of auxiliary sailing vessel Shoukr Allah, owned by Mikhail Raphael Serophim, of Cairo, state that nothing further has been heard of the vessel and it is presumed that the vessel and crew, consisting of a whole native family, were lost. The manifest of the vessel showed that she had a total load of 787 barrels of molasses, weighing 261.481 tons. According to the local Press, the port authorities at Beirut state that the vessel sank with all hands near Haifa, during a violent storm off the Palestinian coast.

L. L. 19. 5. 1948

Insurance effected at

} on Vessel

*Lloyd's*

} on Cargo

Latest Account

*Sailed from Alexandria for Beirut on the 29<sup>th</sup> December 1947.*

Crew 9 including Master, Officers and — Apprentices

COMMITTEE'S DECISION—

Number of days out

Days

*From sailing to 16<sup>th</sup> June 1948 - 170. On the Board 16<sup>th</sup> June 1948**From sailing to 23 June 1948 - 177 Posted Missing 23<sup>rd</sup> June 1948.*



*Aqua Queen* (application had been made to the Government of Ceylon for registration)  
(motor vessel)

229 Tons Gross

Date } 1944

Suvadiva Atoll  
(Maldivian Islands)

Master N. J. Asquith

91 Tons Net

Classification not classed

REMARKS—

Application submitted

24<sup>th</sup> November 1948

Not Fitted Wireless

making Application

Shipping Editor

Owner

N. J. Asquith

Cargo

1747 bags of flour (ex Thalatta ashore  
Maldivian Islands.)

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Suvadiva Atoll,  
Maldivian Islands, for Colombo  
on the 12<sup>th</sup> August 1948.

Crew 11 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 24<sup>th</sup> November 1948 - 104.From sailing to 1<sup>st</sup> December 1948 - 111.

COMMITTEE'S DECISION—

On the Board - 24<sup>th</sup> November 1948Posted Missing - 1<sup>st</sup> December 1948

AQUA QUEEN.—Colombo, Aug. 30.—  
Motor vessel Aqua Queen left motor  
vessel THALATTA on Aug. 13, bound  
Colombo and has not arrived. (Note.—  
Aqua Queen has cargo ex THALATTA,  
which is aground in the Maldivian  
Islands.)

L.L. 31-8-48

AQUA QUEEN.—Colombo, Sept. 3.—  
Royal Air Force planes to-day con-  
tinued their search for the motor vessel  
Aqua Queen. Aircraft have been search-  
ing 60,000 sq. miles of sea since Sept. 1  
without finding any trace of the vessel.  
—Reuter. (See issue of Aug. 31.)

L.L. 4-9-48

AQUA QUEEN.—Colombo, Sept. 9.—  
Royal Air Force aircraft and Naval  
vessels to-day gave up their search for  
the motor vessel Aqua Queen, missing  
in the Indian Ocean since the middle  
of last month. The Aqua Queen is  
owned by Mr. N. J. Asquith, who is also  
the master. The agents of the vessel  
stated to-day that although search had  
been given up they were still hopeful.  
—Reuter. (See issue of Sept. 4.)

L.L. 10-9-48

AQUA QUEEN.—Colombo, Sept. 11.—  
Motor vessel Aqua Queen left motor  
vessel THALATTA, bound Colombo, on  
Aug. 12 with 1747 bags of flour. Since  
Aug. 25 all shipping requested to keep  
watch for her, also aircraft have carried  
out search on four occasions but no trace  
reported.—Lloyd's Agent per Salvage  
Association. (See issue of Sept. 10.)

L.L. 14-9-48

AQUA QUEEN.—Colombo, Sept. 26.—An  
inquiry into the disappearance of the  
motor vessel Aqua Queen has been  
ordered by the Government of Ceylon.  
The Aqua Queen had on board her  
owner, Mr. N. J. Asquith, and a crew of  
10.—British United Press. (See issue of  
Sept. 14.)

L.L. 28-9-48



*Herminie*, of Fecamp.  
(French motor trawler)

73 Tons Gross

Date } 1947.  
Built }

9 Tons Net

Classification not classed

Fecamp for Newlyn  
Master R. Villard

Application submitted

REMARKS—

24<sup>th</sup> November 1948.

Fitted Wireless Telephone

making Application

Shipping Editor

Owner

V. Friboulet

Cargo

No cargo.

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Fecamp for Newlyn  
on the 4<sup>th</sup> August 1948 and  
reported by wireless, 30 miles from  
Newlyn on the 5<sup>th</sup> August 1948.

Crew 10 including Master, Officers and - Apprentices

Number of days out

Days

From last report to 24<sup>th</sup> November 1948 - 111.From last report to 1<sup>st</sup> December 1948 - 118

COMMITTEE'S DECISION—

On the Board - 24<sup>th</sup> November 1948.Posted Missing - 1<sup>st</sup> December 1948.

HERMINIE. — London, Aug. 13. — In reply to inquiry with reference to French trawler *Herminie*, which left Fecamp at 8 p.m. on Aug. 4 for Newlyn, to take crushed ice, Lloyd's Agents at Penzance write under date of Aug. 12: The *Herminie* was expected at Newlyn on Thursday night (Aug. 5) or Friday morning, but has not arrived. We learn that there has been no communication from the vessel, which is fitted with radio telephone, and there is no news of her.

L.L. 14-8-48

HERMINIE. — Lizard, Aug. 18. — Following received from Coastguard at Cadgwith at 3.24 p.m. to-day: Following received from M. G. Mitchell, fisherman, of Cadgwith: While fishing at approximately 10 a.m. to-day in position 1½ miles SE. of Lloyd's Signal Station, sighted a boat nearly fully submerged, length unknown, believed to be small boat of trawler bearing name of *Hermione* (? *Herminie*), (of Fecamp). I endeavoured to tow boat to the shore but could not move it. Boat was badly damaged and drifting with tide. I retrieved a paddle about 8 ft. long. It is thought that the boat is secure to something heavy under water. (See issue of Aug. 14.)

L.L. 19-8-48

HERMINIE. — London, Oct. 21. — In reply to inquiry, the agents in Cardiff of the owners of the French motor trawler *Herminie* write under date of Oct. 19: The boat which was sighted 1½ miles SE. of Lizard on Aug. 18 belonged to the *Herminie*. The *Herminie* was fitted with radio telephony and spoke to two French trawlers on Aug. 5, when 30 miles from Newlyn, to which port she was bound. At that time she reported the weather as fair and it seems possible that she was blown up by a mine. A body washed up near St. Ives was conclusively identified as that of a member of the vessel's crew. (See issue of Aug. 19.)

L.L. 22-10-48

HERMINIE. — London, Oct. 25. — In reply to inquiry, Lloyd's Agents at Penzance write under date of Oct. 23: French motor trawler *Herminie* was expected at Newlyn on the night of Aug. 5 for ice. A few days later, a report was received that Cadgwith fishermen had sighted a damaged small boat marked "*Herminie*," which they had endeavoured to take in tow, but had to abandon owing to strong current and the fact that the boat was attached to a heavy object under the water. At a later search of the area, nothing was found. There is no report of any explosion in that vicinity on or after Aug. 5. (See issue of Oct. 22.)

L.L. 26-10-48

HERMINIE. — London, Oct. 29. — In reply to inquiry, the owner of French motor trawler *Herminie*, writes from Fecamp under date of Oct. 26: I confirm the loss of trawler *Herminie*, 73 tons gross, built in 1947, with a crew of ten men, most probably in the night of Aug. 5-6. (See issue of Oct. 26.)

L.L. 30-10-48.



# Hopestar, of Newcastle. Official Number 161592 (British steamer) River Tyne for Philadelphia Master F. H. Dufton.

5267 Tons Gross

Date } 1936  
Built }

3192 Tons Net

Classification Lloyd's Register \* 100 A1. Last Survey October 1948

Application submitted

22<sup>nd</sup> December 1948

Member

making Application

Mr. F. E. Bromley  
(Interested as Broker)

Owner

Wallsend Shipping Co., Ltd.

Cargo

In Ballast  
(1200 tons bunkers and 2700 tons water ballast)

Insurance effected at

Lloyd's and  
Companies

on Vessel

on Cargo

Latest Account

Sailed from River Tyne for Philadelphia on the 2<sup>nd</sup> November 1948 and reported by wireless in approximately lat. 42° N, long. 57° W on the 14<sup>th</sup> November 1948 at 1 a.m. G.M.T.

Crew 40 including Master, Officers and 2 Apprentices

Number of days out

Days

From last report to 22<sup>nd</sup> Dec. 1948 - 38From last report to 31<sup>st</sup> Dec. 1948 - 47

COMMITTEE'S

On the Board

Posted Missing

REMARKS—

Fitted Wireless

HOPESTAR.—New York, Nov. 23.—According to the United States coast-guard service the steamer Hopestar (Tyne for Philadelphia) reported at 8 p.m. on Nov. 14 that she was 900 miles east of New York and had suffered heavy weather damage. The vessel also radioed that she would make an emergency call at Cape Henlopen, Delaware, and expected to arrive off there at 10.30 a.m. on Nov. 17.—British United Press.

L.L. 24-11-48

HOPESTAR.—New York, Nov. 25.—The U.S. Coastguard Headquarters have announced that the active search for the British steamer Hopestar, feared lost with 37 men, will be called off if no trace of the vessel is found to-day. Planes and a coastguard cutter are to search an area some 400 miles east of Argentina, Newfoundland.—British United Press. (See issue of Nov. 25.)

L.L. 26-11-48

HOPESTAR.—Fortishead Radio, Nov. 24.—Following received from Summit, Panama Radio at 5.40 a.m. G.M.T.: Following received from Norfolk Radio: Steamer Hopestar, Newcastle-upon-Tyne for Philadelphia, overdue and missing and strong possibility that vessel foundered (unread) Nov. 14 near position lat. 41 N, long. 57 W. Extensive search in progress for possible survivors. Estimated drift since Nov. 14 has been to east-southeastward; request all ships keep sharp look out for survivors or wreckage.

London, Nov. 23.—Royal Canadian Air Force headquarters in Halifax reported steamer Hopestar as being lost 400 miles southeast of Halifax. She was stated to be six days overdue on a voyage from Newcastle to Philadelphia. The U.S. Coastguard service, which sent out a search plane from Argentina, NF, said that poor weather is holding up the search. Should the weather clear, several R.C.A.F. planes will take off from Greenwood airport, about 50 miles from Halifax, to look for the vessel.—British United Press.

New York, Nov. 23.—Coastguards believe steamer Hopestar foundered on Nov. 14 in vicinity of position lat. 42 N, long. 57 W. Air search under way, extensive search to-morrow. Last message received on Nov. 14 reports vessel had heavy weather damage in way of deep tank.

London, Nov. 24.—The following report has been received from the owners of the steamer Hopestar, dated Nov. 23: Steamer Hopestar left the Tyne at 3 p.m. on Nov. 2 for Philadelphia, in ballast. Vessel radioed on Nov. 14 that she had experienced heavy weather and sustained damage in way of deep tank. Now five days overdue. Aeroplanes searching; coastguard informed.

St. John's, NF, Nov. 24.—A United States Coastguard PBX aircraft resumed search to-day for the missing steamer Hopestar. The aircraft had abandoned the search owing to engine trouble yesterday, after flying 450 miles from the United States base at Argentina.—Reuter.

Philadelphia, Nov. 24.—Last word from steamer Hopestar on Nov. 14; coastguard called attendance on Nov. 22. Aircraft search continues to date.—Lloyd's Agency.

L.L. 25-11-48

HOPESTAR.—London, Dec. 7.—In reply to inquiry, the owners of steamer Hopestar write from Newcastle-upon-Tyne under date of Dec. 6: We have no further information regarding the loss of the Hopestar. (See issue of Nov. 25.)

L.L. 8-12-48

HOPESTAR.—London, Dec. 11.—With reference to the report emanating from British United Press, dated New York, Nov. 23, published under "Marine Casualties" issue of Nov. 24, that the steamer Hopestar reported by wireless at 8 p.m. on Nov. 14, the news agency now asks that their report be disregarded entirely, as the last authentic message from the vessel is that addressed to the ship's agents in Philadelphia. The owners of the vessel state that the following are the details of the last known message from the vessel. It was sent through Amagansett Radio via Mackay, and timed 1 a.m., Nov. 14, which would be Greenwich Mean Time, and was received at Philadelphia at 10.27 p.m., Nov. 13, American time. The text is as follows: Sobelman, Philadelphia: ETA (expected time of arrival) Cape Henlopen, 10.30 p.m., Nov. 17. Heavy weather damage in way of deep tank, request Lloyd's and repairers on arrival.—Master. (See issue of Dec. 8.)

L.L. 30-12-48



*River Loyne*, of Lancaster. Official Number 145932.  
(British motor vessel) Penmaenmawr for Liverpool  
Master, A. Carmichael

153 Tons Gross

Date } 1916.

Built }

76 Tons Net

Classification *Not Classed*

Application submitted

12<sup>th</sup> January 1949.

making Application

Shipping Editor.

Owner

Robert Gardner (Luneside) Ltd.

Cargo

151 tons Stone

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Penmaenmawr  
for Liverpool on the 7<sup>th</sup>  
December 1948

(Note - Wreck located - see L.L. 22-23, March 49 & 16<sup>th</sup> Apr 1949)  
Crew 5 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 12<sup>th</sup> January 1949 - 36.From sailing to 19<sup>th</sup> January 1949 - 43

REMARKS—

*Not Fitted Wireless*

**RIVER LOYNE**.—Liverpool, Dec. 9.—  
Motor vessel River Loyne, which left  
Penmaenmawr on Dec. 7 for Collingwood  
Dock, Liverpool, with a cargo of stone,  
is understood to be overdue. At 6 p.m.  
to-day no news had been received of  
the vessel, and the agents, W. Glynn  
Thomas & Co., say they have not heard  
anything of her since she left Penmaen-  
mawr. After the River Loyne had left  
Penmaenmawr the weather worsened  
and yesterday, when the vessel had  
not reached Liverpool on what is  
usually a seven-hour passage, the Menai  
Strait was searched. There was no sign  
of the vessel sheltering there.

Liverpool, Dec. 10.—  
Motor vessel River Loyne: Owner has  
little hope for safety of vessel.

## LOSS OF THE "RIVER LOYNE"

## Formal Inquiry Not to be Held

The Ministry of Transport has  
decided not to proceed with the formal  
investigation, which was announced on  
Jan. 19, 1949, into the loss with all  
hands of the motorship River Loyne,  
of Lancaster, on or about Dec. 7, 1948.

The River Loyne, a small flush-  
laden with 180 tons of stone, decked steel motor cargo vessel of  
about 150 tons gross, loaded at Pen-  
maenmawr a cargo of stone chippings  
for Liverpool, and set out on the after-  
noon of Dec. 7, 1948. She never reached  
her port of destination. Since the  
formal investigation was ordered the  
submerged wreck of the ship was  
located in Beaumaris Bay, and an  
examination made by divers. This  
examination and the reports of the  
Ministry's surveyors who investigated  
the case have led to the conclusion that  
the River Loyne was well found and  
in good condition, and that the prob-  
able cause of the loss was the entrance  
of water into the hold through the  
main hatch in very bad weather. In  
the circumstances, the Minister has  
decided that no useful purpose would  
be served by holding a formal investi-  
gation.

**RIVER LOYNE**.—London,  
reply to inquiry, the own-  
vessel River Loyne wrote u  
Dec. 31, enclosing a report  
that the River Loyne left P  
on Dec. 7 at 3 30 a.m. in  
gale and was last seen hea  
strait. (See issue of Dec.

London, Jan.  
to inquiry, the following  
has been received from  
insurance brokers: Motor  
vessel River Loyne left Penmaenmawr  
3 45 a.m. on Dec. 7 and  
seen from Penmaenmawr  
4 45 a.m., heading for Puffin  
presumed to be the River Loyne. About  
a week later, a ship's light, identified as  
belonging to the vessel, was hauled in a  
fishing net near Beaumaris. A lifeboat  
washed ashore at Duddon Estuary and  
another recovered at Beaumaris both  
had the colours of the River Loyne and  
are now in the hands of the Receiver  
of Wreck.

**RIVER LOYNE**.—Aberdovey, Mar. 21.—  
Sub-agent at Conway reports that a  
Conway fisherman has located motor  
vessel River Loyne in three fathoms depth  
at low water, near entrance to Menai  
Strait. Mark buoys have been placed  
in position. (Note.—River Loyne was  
posted at Lloyd's as a "Missing Vessel"  
on Jan. 19. See issue of Jan. 20.)

**RIVER LOYNE**.—Penmaenmawr, Mar.  
21.—A mast, protruding 4 ft. from the  
water, has been located near Puffin  
Island, in position lat. 53 14 N., long.  
4 0 30 W. It is believed to be the  
wreckage of motor vessel River Loyne.  
(See issue of Mar. 22.)

## DERELICTS AND WRECKAGE

Seaforth Radio, Apr. 14.—Following  
received from British salvage steamer  
Ranger at 8 4 p.m., G.M.T.: Located wreck  
in position 1.68 miles 101 deg. from  
Trwyn-Du Lighthouse in seven fathoms  
with mast showing 7 ft. 6 in. at low water.  
Have marked with small unlit red conical  
buoy. Weather permitting hope to com-  
plete survey to-morrow. (Note.—Above  
possibly refers to wreck of motor vessel  
RIVER LOYNE, which see in issue of  
Mar. 23.)



*Farne, of Oslo*  
(Norwegian motor vessel)

540 Tons Gross

Date } 1943-1948

Built }

255 Tons Net

Classification *Not classed*

*Szczecin for Larvik*  
Master *J. A. Pettersen*

Application submitted

*16<sup>th</sup> February, 1949*

REMARKS—

*Fitted Radio Telephone*

making Application

*Shipping Editor*

Owner

*Rederi A/S. Ranvik*

Cargo

*Coal*

Insurance effected at

on Vessel

on Cargo

Latest Account

*Sailed from Szczecin on the*  
*27<sup>th</sup> December 1948 for Larvik*

Crew 13 including Master, Officers and — Apprentices

Number of days out

Days

*From sailing to 16<sup>th</sup> February 1949-51*

*From sailing to 23<sup>rd</sup> February 1949-58*

COMMITTEE'S DECISION—

*On the Board - 16<sup>th</sup> February*

*Posted Missing - 23<sup>rd</sup> February*

**FARNE.**—Gullercoats Radio, Dec. 30.—Following received from Gothenburg Radio at 11 p.m., G.M.T.: To shipping in Kattegat and vessels in the vicinity, please keep look-out for Norwegian motor vessel Farne, probably derelict between Kullen and Falkenberg, in the Kattegat.

Gothenburg, Dec. 31.—Wreckage washed ashore in the district of Halmstad, bearing the name Farne, gives rise to fears that the Oslo motor vessel of the name has foundered in the Kattegat. The vessel, believed to have 14 people on board, is reported to be on voyage from Szczecin to Larvik with coal.

Stockholm, Dec. 31.—Swedish coastal patrols are stated to-day to have found the bodies of five of the crew of 14 of the Norwegian motor vessel Farne, of Oslo, which is believed to have struck a mine. One of the bodies is that of a woman, thought to be the wife of the master. Copenhagen reports state that three bodies have been found off the Danish coast.—Reuter.

L.L. 1.1.49

**FARNE.**—Oslo, Dec. 31.—Motor vessel Farne, of Oslo, a converted escort trawler, left Szczecin on Dec. 27 loaded with coal for Larvik, where she was expected on Wednesday evening (Dec. 29). Wreckage, including 4 or lifebelts and a lifebuoy bearing the vessel's name, has washed ashore near Halmstad. There was heavy weather with westerly wind on Wednesday and south-westerly wind on Thursday, and it is therefore thought that a catastrophe occurred on board or that she was mined higher up in the Kattegat.—"Norges Handels og Sjøfartstidende." (See under "Mine Casualties" in issue of Jan. 1.)

L.L. 5.1.49

**FARNE.**—Gothenburg, Dec. 31.—According to Press reports, eight bodies, among which is one identified as the wife of the master of motor vessel Farne, have been washed ashore in the neighbourhood of Halmstad. It therefore appears to be clearly established that the Farne has foundered, and it is feared that the officers and crew, numbering 13, also the master's wife, have all lost their lives. There was a strong gale blowing last night.—Lloyd's Agents. (See issue of Jan. 5.)

L.L. 6.1.49

**FARNE.**—Gothenburg, Jan. 3.—Three bodies of members of the crew of the missing motor vessel Farne have come ashore at Sondrum and five on the east beach at Halmstad. They were all wearing lifebelts. Only two have been identified so far, those of the master's wife and the mate. All the bodies which came ashore on the east beach at Halmstad had outer clothing over night clothes. The three bodies found at Sondrum were, however, fully clothed and had apparently been on watch at the time. Six other members of the crew have not been found and it is supposed that they went down with the vessel. Whether the casualty was due to storm or mining has not yet been ascertained, but it is reported that the bodies show no sign of injury. On Jan. 1 a capsized ship's motor lifeboat drifted ashore at Ringenas in Sondrumlandet. As it is lying out among stones and the sea is rather rough, it has not been possible to examine it further. All coastguards are keeping watch as wind and current have now changed so that eventual wreckage can be expected further up along the west coast. Up to late on Sunday evening (Jan. 2), no new finds had been reported.—"Göteborgs Handels och Sjöfartstidning." (See issue of Jan. 2.)

L.L. 7.1.49

**FARNE.**—Stockholm, Jan. 19.—Despite searches, it has not been possible to locate the motor vessel Farne. Further efforts will be made to find her when the weather improves. Nothing has been seen of the vessel's second lifeboat.—"Norges Handels og Sjøfartstidende." (See issue of Jan. 7.)

L.L. 26.1.49

**FARNE.**—London, Feb. 7.—In reply to inquiry, Lloyd's Agent at Oslo under date of Feb. 5: The owner of motor vessel Farne states that no further news of motor vessel Farne. The vessel was fitted with a radio telephone. (See issue of Jan. 26.)

L.L. 8.2.49



*Goth* of Fleetwood. Official Number 148478  
 (British steam trawler). Fleetwood for Icelandic fishing grounds  
 394 Tons Gross Date } 1925. Master W. Elliott  
 174 Tons Net Build }  
 Classification Lloyd's Register \*100 A1. Last Survey 7. 46.

Application submitted

REMARKS—

16<sup>th</sup> February 1949

Fitted Wireless.

making Application

Shipping Editor

Owner

Wyre Steam Trawling Co., Ltd.

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Fleetwood for Icelandic fishing grounds on the 4<sup>th</sup> December 1948 and was in wireless communication with trawler Lincoln City on 16<sup>th</sup> Dec. 1948  
 Crew 21 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 16<sup>th</sup> February 1949-62 On the Board - 16<sup>th</sup> February 1949  
 From last report to 23<sup>rd</sup> February 1949-69 Posted Missing - 23<sup>rd</sup> February 1949

COMMITTEE'S DECISION—

**GOTH.**—London, Jan. 4.—Considerable anxiety is felt at Fleetwood for the safety of the Fleetwood trawler Goth and her crew of 21. The trawler, in charge of skipper Wilfred Elliott, of Blackpool, left Fleetwood for the Icelandic fishing grounds on Dec. 4. The trawler is owned by Merchants (Fleetwood), Ltd. To-day the chairman of the company stated that the vessel carried enough food to last 30 days and that since she left port they had heard nothing at all from her, although her wireless might have broken down. In an effort to trace her they had telegraphed all their agents round the coast of Iceland and also asked both East Coast and Fleetwood trawlers at Iceland to keep a sharp look-out. Normally the trawler should have landed her catch a few days before Christmas.—Exchange Telegraph Company.

L.L. 5.1.49

**GOTH.**—London, Jan. 5.—A report received from Hull, dated Jan. 4, states that anxiety is felt for the trawler Goth, which left Fleetwood for the Icelandic fishing grounds on Dec. 4 and has not been heard of since. It is understood that the vessel is fitted with radio. (See issue of Jan. 5.)

L.L. 6.1.49

**GOTH.**—Reykjavik, Jan. 6.—Two planes from Iceland searched unsuccessfully to-day for a British trawler, which was last heard of off an uninhabited part of the northwest coast of Iceland in the middle of last month. The trawler is presumed to have sunk with all hands. The trawler last reported that she was seeking shelter. Weather conditions for the search to-day were excellent.—British United Press. (Note.—The above possibly refers to trawler Goth, which see in issue of Jan. 6.)

L.L. 8.1.49

Reykjavik, Jan. 6.—The Icelandic Life-saving Association, after a vain sea and air search, to-night stated that the trawler Goth, which was last heard of in mid-December off northwest Iceland, must now be presumed lost.—"Daily Mail."

L.L. 8.1.49

**GOTH.**—London, Jan. 7.—A message received at Fleetwood to-day from the British Legation in Iceland, states that a Catalina flying boat and a Skymaster aircraft are making an intensive search along the coast and fjords of Iceland for signs of the missing Fleetwood trawler Goth. The Goth was last heard of on Dec. 16, when she radioed the trawler Lincoln City that she was running for shelter at Adalvik, north-west Iceland. (See issue of Jan. 8.)

L.L. 10.1.49

**GOTH.**—London, Jan. 13.—In reply to inquiry, Lloyd's Agents at Fleetwood write under date of Jan. 11: The owners of the trawler Goth have been informed by the Icelandic authorities that, after intensive search round all coasts of Iceland by aircraft and seacraft, all further attempts to locate the vessel and crew have been abandoned. (See issue of Jan. 10.)

London, Jan. 12.—There is now no hope for the Fleetwood trawler Goth, 20 days overdue from a voyage to the Icelandic fishing grounds. She left Fleetwood on Dec. 4, and was last heard of on Dec. 15, when her skipper talked by radio telephone to the trawler Lincoln City. To-day, the chairman of the managers of the vessel stated: I have news to-day that motor boats have searched every creek round the coast of Iceland and that the Icelandic people are satisfied that she is not ashore there. No further searches are to be made. There were 21 persons on board.—Exchange Telegraph Company.

L.L. 14.1.49

**GOTH.**—London, Feb. 3.—In reply to inquiry, the owners of trawler Goth write from Fleetwood under date of Feb. 2: So far as we are aware, trawler Goth was last in communication with trawler Lincoln City on Dec. 16 (as on Dec. 15 as reported in issue of Jan. 14).

L.L. 4.2.49.



*Anna Rita, of Dragor.*  
(Danish Steamer)

495 Tons Gross

Date } 1895

Built } 1895

237 Tons Net

Classification

Bureau Veritas. Last Survey February 1948.

Application submitted

9<sup>th</sup> March 1949.

Subscriber

making Application

Mr. F. W. Phillips  
(Interested as Broker)

Owner

Rederi A/S "Dragor."

Cargo

550 tons Rye.

Insurance effected at

Lloyds and  
Companies

on Vessel

Abroad.

on Cargo

Latest Account

Sailed from Gdynia for  
Stockholm on the 7<sup>th</sup> January 1949.

Crew // including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 9<sup>th</sup> March 1949 - 61.From sailing to 16<sup>th</sup> March 1949 - 68

REMARKS—

Not Fitted Wireless

ANNA RITA. — London, Jan. 14.—The following cable has been received from Copenhagen, dated Jan. 13: Steamer Anna Rita is three days overdue on passage from Gdynia to Stockholm.

Wick Radio, Jan. 14.—Following received from Stavnsas Radio at 11 18 a.m., G.M.T.: X X X (urgency signal) please look out for Danish steamer Anna Rita, which left Gdynia on Jan. 7 for Stockholm (jammed) signs 174 ft. long, 24 ft. wide, white over deck and is fitted with (jammed).

L.L. 15.1.49.

ANNA RITA. — London, Jan. 14.—In reply to inquiry, Lloyd's Agents at Stockholm cabled to-day: Danish steamer Anna Rita left Gdynia Jan. 7, 1 p.m., bound Stockholm. Ship assumed to be Anna Rita sighted anchored off Gotska Sandon on Jan. 11. Swedish and Danish Air Forces reconnaissance flying to-day, flights to be continued to-morrow. Stavnsas Radio informing all ships, South-westerly wind on Wednesday (Jan. 12), moderate breeze; on Thursday, till 10 p.m., moderate breeze, since then fresh to strong gale. German subjects among crew. (See issue of Jan. 15.)

Copenhagen, Jan. 15.—Aircraft were searching the Baltic this morning for the Danish steamer Anna Rita, which is overdue. The vessel is carrying a crew of 12 and had a cargo of rye.—Reuter.

L.I. 17.1.49.

ANNA RITA. — London, Jan. 20.—The following cable has been received from Copenhagen, dated to-day: Steamer Anna Rita: Still no news of any kind (See issue of Jan. 17.)

L.I. 21.1.49.

ANNA RITA. — London, Jan. 21.—In reply to inquiry, the owners of the steamer Anna Rita cabled from Copenhagen to-day as follows: Still no news from Anna Rita. (See issue of Jan. 21.)

L.L. 22.1.49.

ANNA RITA. — London, Jan. 24.—The agents of the owners of the steamer Anna Rita, write from Copenhagen under date of Jan. 21: The owners have asked the Danish Naval Authorities to search for the vessel and our authorities have arranged with the Swedish Navy that their planes search the water between Stockholm and Gotland for two days, but unfortunately without result. The Danish Naval Authorities have also asked the Danish air lines to inform their pilots to look for the vessel and all vessels trading between Sweden and Poland have been asked to keep a look out. All these arrangements have until now been without result. The wind on the voyage has been hard from north via west to south and there should be a possibility that the vessel has been forced to call at the Russian coast or a Russian port and consequently the owners have asked the Danish Ministry of Foreign Affairs, through the Ambassador in Moscow, to ask the Russian authorities whether the vessel is in a Russian port. Until now no reply has been received from Moscow. (See issue of Jan. 22.)

L.I. 25.1.49.

ANNA RITA. — London, Feb. 8.—In reply to inquiry, the agents of the owners of steamer Anna Rita write from Copenhagen under date of Feb. 3: No further news from or about the Anna Rita has yet been received. There is still the possibility that the vessel was forced to call at a Russian port, but no reply from the Russian authorities has yet been received by the Danish Ambassador in Moscow. (See issue of Jan. 25.)

L.I. 9.2.49.

ANNA RITA. — London, Feb. 17.—The agents of the owners of the steamer Anna Rita cabled from Copenhagen to-day as follows: According to information received from Moscow via Ministry of Foreign Affairs, steamer Anna Rita is not in a Russian port. (See issue of Feb. 9.)

L.I. 18.2.49.

ANNA RITA. — London, Mar. 1.—The owners of steamer Anna Rita write from Dragor under date of Feb. 26: Anna Rita, which left Gdynia at 1 30 p.m. on Jan. 7, is missing. Swedish and Russian Authorities have been asked to search for the vessel and information from Sweden states that the vessel has not been seen there. Russian Authorities have recently replied through the Ministry of Foreign Affairs stating that the vessel has not been seen in Russian territory and we must assume that it is lost. The vessel had on board a crew of 11 men, including the master. (See issue of Feb. 18.)

L.I. 2.3.49.

COMMITTEE'S DECISION—

On the Board - 9<sup>th</sup> March 1949Posted Missing 16<sup>th</sup> March 1949



*Ioannis S., of Panama.*

*(Panamanian Steamer)*

655 Tons Gross

Date } 1909.

Built }

272 Tons Net

Classification *British Corporation Register - British Standard. Survey* } 12/49.

Application submitted

REMARKS—

23<sup>rd</sup> March 1949

*Not Fitted Wireless*

Member

making Application

*Mr. C. W. Penn*  
*(Interested as Broker)*

Owner

*Panagos J. Samonas*

Cargo

*574 tons of Coke*

Insurance effected at

*Lloyd's and*

*London Companies*

} on Vessel

*In Denmark*

} on Cargo

Latest Account

*Sailed from Hull for Korsor via Kiel Canal on the 25<sup>th</sup> February 1949 and passed Spurn Head at 8 p.m. same day.*

Crew 11 including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 23<sup>rd</sup> March 1949-26*

*From last report to 30<sup>th</sup> March 1949-33.*

COMMITTEE'S DECISION—

*On the Board - 23<sup>rd</sup> March 1949.*

*Posted Missing - 30<sup>th</sup> March 1949.*

**IOANNIS S.**—London, Mar. 3.—The London agents of the owners of steamer Ioannis S. state: This vessel left Hull at 4 p.m. on Feb. 25 for Korsor via Kiel with a full cargo of coke, including deck load. The vessel passed Spurn Head at 8 p.m. on Feb. 25 and we regret that since then we have no news of the vessel. The normal passage to Cuxhaven would have been about 36 hours. The weather is believed to have been good until about 3 a.m. on Feb. 27. We have made such inquiries as have been possible and there is no report of the vessel either having passed Cuxhaven or of sheltering at any German or Dutch place.

Copenhagen, Mar. 3.—Steamer Ioannis S. has not arrived at Korsor; no news available.

L. L. 4.3.49.

**IOANNIS S.**—London, Mar. 4.—Mr. Panagos Samonas, part owner of the steamer Ioannis S., made two flights in an aircraft from Hull to the North Sea yesterday without finding any traces of the vessel. To-day he left Croydon in an aircraft on a further search and will refuel at Amsterdam. The Ioannis S. carried a crew of 12, mostly Greek and Maltese. (See issue of Mar. 4.)

Leeuwarden, Mar. 5.—Mr. Panagos Samonas, brother of the master of the steamer Ioannis S., Theo. Samonas, was taking-off this morning from Leeuwarden airfield in an air-taxi chartered in London to continue the search for the ship. Yesterday he made a low-level sweep over the British coast, the North Sea and the Frisian Islands. (Later) Mr. Panagos Samonas returned here to-day, after a fruitless search by air for the vessel. Mr. Samonas has now given up all hope, having made a two-days air search of the North Sea, the British and Danish coasts, and the Frisian Islands. He sighted four wrecks during the search, but none resembled the Ioannis S.—Reuter.

L. L. 7.3.49.

**IOANNIS S.**—London, Mar. 8.—The following cables have been received from Leeuwarden:—

Timed 9 30 p.m., Mar. 7.—Tell Samonas (part owner of steamer Ioannis S.) that coke washes ashore on Schiermonnikoog. Further sealed oak rudder with tiller, two grey deal skulls, torch box with word "Fakkel" in black characters, and unmarked tin with "golfstilling" (literally—wave quietening) oil.

Timed 9 24 a.m., Mar. 8: Since Wednesday (Mar. 2) coke washes ashore on east end of Ameland. (See issue of Mar. 7.)

L. L. 9.3.49

**IOANNIS S.**—London, Mar. 9.—A third search for the missing steamer Ioannis S. was being carried out to-day. Mr. Panagos Samonas, of Hull, joint owner of the vessel with Captain Theodoros Samonas, who was in command when the vessel left Hull on Feb. 25, went to Croydon and chartered another plane to make the further search. The skipper of a seine net fishing vessel, Richard Killick, of Grimsby, has reported that on Feb. 27 he saw a vessel in the North Sea, which he was practically certain was the Ioannis S. The weather was very bad, with a gale blowing. She had a heavy list to starboard and he formed the opinion that she would have to jettison some of her cargo. His position at the time was about 140 miles from the Danish coast. (See issue of Mar. 9.)

London, Mar. 10.—Search for the missing Greek steamer Ioannis S. has been abandoned. Mr. Panagos Samonas, brother of the master, and joint owner, made his third flight over the North Sea yesterday and returned to Hull convinced that the vessel has been lost with her crew of 12. Mr. Samonas was in the air for nine and a half hours, and saw wreckage and coke which had been washed ashore in the Frisian Islands, but could not identify it.

L. L. 11.3.49.

**IOANNIS S.**—London, Mar. 21.—In reply to inquiry, Lloyd's Agents at Grimsby write under date of Mar. 19: Mr. Robert Killick states that he was the master of the seine net fishing vessel Rosary when she was riding owing to heavy weather on Feb. 27. At 4 30 p.m. on that day a vessel flying the Greek flag was sighted. She had a list of about 30 to 35 deg. to starboard and carried some deck cargo, possibly coke, which appeared to have shifted. She was plunging and rolling heavily and seemed

to be heading SE. by E. & E. The name on the stern of the vessel was read as "IOANHISS," and attempts to signal her were made, but no response was received. The position of the Rosary at the time was lat. 54 10 46 N., long. 3 43 35 E. (See issue of Mar. 11.)

L. L. 22.3.49



# Cote d'Opale, of Boulogne.

(French steam trawler)

Master Jean-Baptiste Germe.

297 Tons Gross

Date } 1946.

Built }

116 Tons Net

Classification

Bureau Veritas. Last survey October 1947

Application submitted

4<sup>th</sup> May 1949

making Application

Shipping Editor

Owners

F. &amp; M. Fourny.

Cargo

Insurance effected at

Latest Account

Sailed from Boulogne for fishing grounds on the 9<sup>th</sup> March 1949 and commenced fishing off Utsire at 7 a.m. G. M. T. March 11, 1949.

Crew 22 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 4<sup>th</sup> May 1949-54

From last report to 11 May 1949-61

## REMARKS—

## Fitted Wireless

## UNIDENTIFIED DISTRESS SIGNALS

Wick Radio, Mar. 12. — Following received from Bergen Radio at 11 25 a.m., G.M.T.: Following received from French trawler Duperre 11 at 9 10 a.m., G.M.T.: Yesterday morning at 6 55 a.m., G.M.T., heard calling on 1650 kcs. addressed to French trawlers saying only "we are sinking." Since this time nothing heard. Position approximately lat. 58 30 N., long. 3 10 E. Wreckage observed to-day in approximate position lat. 59 50 N., west of Marsteinen lighthouse. Ships in vicinity please keep sharp look-out and report to Bergen Radio.

L. L. 14-3-1949

**COTE D'OPALE.**—Boulogne, Mar. 16.— Nothing has been heard of the trawler Cote d'Opale, owned by the Comptoir Fourny-Duval, which left Boulogne on Mar. 9, since she reported that she had commenced fishing off Utsire at 7 a.m., G.M.T., on Mar. 11. On Saturday, Mar. 12, a brief message "We are sinking" was heard by several wireless stations, without indication of name or position. The vessel had a crew of 21 men.—"Ouest France." (See "Unidentified Distress Signals" in issue of Mar. 14.)

L. L. 23-3-1949

**COTE D'OPALE.**—Boulogne, Mar. 24.—Port authorities to-night gave up hope of finding the local trawler Cote d'Opale, missing since Mar. 12 with 22 crew on board.—Reuter. (See issue of Mar. 23.)

L. L. 26-3-1949

**COTE D'OPALE.**—Stavanger, Mar. 30.—French trawler Cote d'Opale: Empty lifeboat and lifebuoy driven ashore at Karmoy. (See issue of Mar. 26.)

L. L. 31-3-1949

**COTE D'OPALE.**—Bergen, Mar. 27.—About a fortnight ago, it was reported that a trawler had picked up SOS signals from a French fishing vessel in the North Sea off the Norwegian coast. The signals were, however, not clear and no exact position was given. A trawler also reported that she thought she had seen a raft west of Marsteinen, but had not been able to get near to it owing to the heavy weather. The lifeboat Chr. Bors proceeded southward from her station at Blomvaag but observed neither raft nor wreckage. An official at Utsire states that about a week ago, a lifebuoy was found at Feoy, inside Utsire. The buoy was marked with the letters "Cote d'Opale," but the letters were almost obliterated and only the letters "Opale" could be seen clearly. The lifebuoy was also marked "23 44" and had two flags painted on it. One flag was blue with a white cross-stripe in the middle and the other flag had blue, white and yellow stripes.—"Norges Handels og Sjøfartstidende." (See issue of Mar. 31.)

L. L. 1-4-1949.

**COTE D'OPALE.**—Stavanger, Mar. 30.—A lifebuoy and an empty lifeboat have been washed ashore at Karmoy. The lifebuoy was found at Feoy, off Karmoy, and the empty lifeboat, which was marked "Cote d'Opale," was found at Karmoy. The lifeboat was undamaged except for broken rudder. It is feared that the Cote d'Opale has foundered with all hands. (See issue of Apr. 1.)

L. L. 4-4-1949

**COTE D'OPALE.**—Bergen, Mar. 31.—A lifebuoy marked "Cote d'Opale" was found at Storoy on the north-west side of Karmoy about a week ago. At the same place, a coaming, which is thought also to have come from the missing French trawler, has been found. Together with the lifeboat, which was found at Syrevaag, and the lifebuoy, which was found at Feoy, the last two finds would seem to confirm the loss.—"Norges Handels og Sjøfartstidende." (See issue of Apr. 4.)

(Bergen, Mar. 28.—The lifebuoy which was reported found by an official at Utsire was marked "B 2344" (fishing number of trawler Cote d'Opale). The buoy also had a flag painted on, apparently in the French national colours.—"Bergens Tidende.")

L. L. 6-4-1949

**COTE D'OPALE.**—London, Apr. 5.—In reply to inquiry, the owners of trawler Cote d'Opale write from Boulogne under date of Apr. 30: "We had no news of our trawler Cote d'Opale since Mar. 11, and she is now considered lost with all hands. Her skipper is Jean-Baptiste Germe. (See issue of Apr. 6.)

L. L. 26-4-1949.

## COMMITTEE'S DECISION—

On the Board - 4<sup>th</sup> May 1949Posted Missing 11<sup>th</sup> May 1949



*Lecko*  
(Swedish auxiliary)

of Lidköping

Master - O. Johansson

Gothenburg for Ustka

311 Tons Gross

Date } 1917

Built

Classification Not Classed

228 Tons Net

Application submitted

REMARKS—

4<sup>th</sup> May 1949

Fitted Wireless Receiver and  
Direction Finder only

making Application

**LECKO** (aux.).—Gothenburg, Mar. 9.—  
Motor sailing vessel Lecko, of Lidköping,  
ex Fenja, of Westervik, owned by  
Thunbolaget, Gothenburg for Ustka, to  
load coal, has not arrived at her destina-  
tion where she was expected on Feb. 28.  
Inquiries are being made. The vessel  
has a crew of eight men.—"Göteborgs  
Handels och Sjöfarts-Tidning."

Stockholm, Mar. 10.—  
According to the local Press, auxiliary  
motor vessel Lecko, which left Gothen-  
burg on Feb. 25 for Ustka without cargo,  
and was expected at her destination on  
Feb. 27 or 28, has not been heard of  
since she passed Falsterbo Canal on  
Feb. 26.

L. L. 15-3-1949.

**LECKO** (aux.).—Stockholm, Mar. 10.—  
According to the local Press, a lifeboat,  
marked "4.9 x 1.77 x 0.73 13 men,"  
assumed to belong to Swedish motor  
sailing vessel Lecko, has been found  
about 5 km. from Rugenwalde. (See  
issue of Mar. 15.)

L. L. 19-3-1949

**LECKO** (aux.).—Gothenburg, Mar. 18.—  
The lifeboat, which was recently found  
off Darlowo (Rugenwalde), has proved  
to belong to the missing motor sailing  
vessel Lecko, of Lidköping, it is learned  
from the owners. It is feared that the  
vessel was mined.—"Göteborgs Handels  
och Sjöfarts-Tidning." (See issue of  
Mar. 19.)

L. L. 22-3-1949

**LECKO** (aux.).—Stockholm, Mar. 24.—  
According to the local Press, a body  
washed ashore west of Darlowo on  
Mar. 16 has been identified by a former  
master of the motor sailing vessel Lecko  
as the engineer of the vessel. The body  
had the face badly injured, which is  
thought to indicate that the Lecko was  
mined. (See issue of Mar. 22.)

L. L. 26-3-1949

**LECKO** (aux.).—Gothenburg, Mar. 29.—  
Information received from Malmö states  
that a post-mortem examination made  
yesterday on the body of the engineer  
of the motor sailing vessel Lecko re-  
vealed no injuries which would point to  
a case of mining. The cause of death  
was probably drowning.—"Göteborgs  
Handels och Sjöfarts-Tidning." (See  
issue of Mar. 26.)

L. L. 2-4-1949

**LECKO** (aux.).—London, Apr. 19.—in  
reply to inquiry, Lloyd's Agents at  
Gothenburg write under date of Apr. 13:  
The owners of auxiliary vessel Lecko,  
Erik Thun A/B., of Lidköping, state  
that they have had no news of the  
vessel, which left Gothenburg on  
Feb. 23, since she passed Falsterbo  
Canal on Feb. 26. The vessel was not  
fitted with a wireless transmitter, but  
had a wireless receiver and a wireless  
direction finder. Her master was Osten  
Johansson. (See issue of Apr. 2.)

L. L. 20-4-1949.

Shipping Editor

Owner

Erik Thun A/B.

Cargo

in ballast

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Gothenburg for  
Ustka on the 23<sup>rd</sup> February 1949,  
and passed Falsterbo Canal on  
the 26<sup>th</sup> February 1949.

Crew 8 including Master, Officers and — Apprentices

Number of days out

Days

COMMITTEE'S DECISION—

From last report to 4<sup>th</sup> May 1949 - 67 On the Board - 4<sup>th</sup> May 1949.  
From last report to 11<sup>th</sup> May 1949 - 74 Posted Missing 11<sup>th</sup> May 1949.



*L. A. Madsen*, of Fleetwood, Official No. 167566  
(British motor trawler)

70 Tons Gross

Date } 1930

Built }

53 Tons Net

Classification —

*Grimsby for Icelandic fishing grounds*  
*Master J. H. Madsen*

Application submitted

*18<sup>th</sup> May 1949*

Member

making Application

*Mr. A. W. Emery*  
*(Interested as broker on hull)*

Owner

*J. H. Madsen*

Cargo

—

Insurance effected at

*Lloyds*

} on Vessel

—

} on Cargo

Latest Account

*Sailed from Grimsby for Icelandic fishing grounds on the 9<sup>th</sup> March 1949 and reported by wireless off Faroes on the 12<sup>th</sup> March 1949.*

Crew 6 including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 18<sup>th</sup> May 1949 - 67.*

*From last report to 25<sup>th</sup> May 1949 - 74*

REMARKS—

*Fitted Wireless Telephone*

L. A. MADSEN.—London, Apr. 14.—All ships in Icelandic waters were asked last night to watch for Grimsby trawler L. A. Madsen, out of touch for 18 days. —“Daily Mail.” (Note.—L. A. Madsen left Grimsby on Mar. 9 for Icelandic waters.)

L. L. 16-4-1949

L. A. MADSEN.—London, Apr. 18.—In reply to inquiry, Lloyd's Agents at Grimsby write under date of Apr. 14: Agents here of trawler L. A. Madsen confirm that the vessel left this port on Mar. 9 for Icelandic fishing grounds, together with seine net fishing vessel Tanana. The Tanana put into Faroes about three days later and the L. A. Madsen proceeded on voyage. Since that time, nothing has been heard here about the L. A. Madsen, but the local agents are still hopeful that she will turn up. It is thought that the vessel may have been sheltering from heavy weather during March. (See issue of Apr. 16.)

L. L. 19-4-1949

L. A. MADSEN.—Reykjavik, Apr. 19.—Trawler L. A. Madsen: In spite of all possible efforts unsuccessful obtain any information.—Lloyd's Agents. (See issue of Apr. 19.)

L. L. 20-4-1949

L. A. MADSEN.—London, May 4.—Information received from the owner of motor trawler L. A. Madsen, FD 269, dated Apr. 19, states that the vessel left Grimsby on Mar. 9 for Icelandic fishing grounds, in company with motor fishing vessel Tanana, GY 349 (not Tanana as reported in issue of Apr. 19). The vessels were in contact daily by means of wireless telephony until off Faroes on Mar. 12. The Tanana was calling at Thorshavn and the L. A. Madsen intended proceeding direct to fishing grounds. Subsequent repeated attempts by the Tanana to contact the L. A. Madsen were unsuccessful and nothing further was seen or heard of her. It is believed that the vessel has been lost, together with her crew of six men. (See issue of Apr. 20.)

L. L. 5-5-1949

L. A. MADSEN.—London, May 5.—In reply to inquiry, Lloyd's Agents at Grimsby write under date of May 4: The local agent of trawler L. A. Madsen states that no further information concerning the vessel has been received, and it is feared that she must be totally lost. (See issue of May 5.)

L. L. 6-5-1949

COMMITTEE'S DECISION—

*On the Board - 18th May 1949*

*Posted missing - 25th May, 1949*



Remi Marcel, of Ostend (O. 194)

(Belgian motor trawler)

34 Tons Gross

Date } 1943

14 Tons Net

Classification —

Ostend for fishing grounds off Beachy Head  
Master A. Pincket

Application submitted

REMARKS—

18<sup>th</sup> May 1949

Fitted Wireless Receiver only.

making Application

**THE BARON.**—Coves, Mar. 21.—It is reported that while British steamer The Baron, 388 tons net, Blyth for Coves, cargo coal, was in position approximately 12 miles west-south-west of Dungeness at approximately 9.35 p.m. yesterday, she was struck by, it is presumed, a small fishing vessel, aft of No. 2 hold on port side, and sustained some damage. Master further reports that The Baron carried out a search of the area as the fishing vessel appeared to be settling down by the head, but no trace of survivors was found.

L.L. 22-3-1949

**BOAT AND LIFEJACKET RECOVERED**

Dover, Mar. 28. — Receiver of Wreck reports possession of a ship's boat, painted dark green, 10 ft. by 5 ft. 6 in., picked up one mile S.E. of Rye harbour on Mar. 21 by Rye fisherman; no identification marks, appears French type. Also reports cork lifejacket picked up in Rye Bay Mar. 22.—Lloyd's Agents.

L.L. 29-3-1949

**REMI MARCEL.**—Ostend, Apr. 8.—Great anxiety is felt in fishing circles here about the fate of the Ostend wooden motor trawler Remi Marcel, O 194, 34 tons gross, 14 tons net, which left Ostend on Mar. 19 for the fishing grounds near Beachy Head, where she arrived the next day at about 10 a.m. and is since missing. It is now feared that she was the fishing vessel which was in collision with British steamer **THE BARON** in the evening of Mar. 20, 12 miles WSW. of Dungeness and foundered. The crew of the Remi Marcel consisted of four men. (See **THE BARON** in issue of Mar. 22.)

L.L. 13-4-1949

**REMI MARCEL.**—London, Apr. 13.—Information received from Amsterdam, dated Apr. 11, states that fishing vessel Remi Marcel was lost with the entire crew. (See issue of Apr. 13.)

L.L. 14-4-1949

**REMI MARCEL.**—London, May 7.—In reply to inquiry, Lloyd's Sub-agents at Ostend write under date of May 6: The owners of the motor trawler Remi Marcel, O 194, have received no later information concerning the vessel. She was equipped with a wireless receiving set only and her skipper was Adolf Pincket. The dinghy picked up about one mile S.E. of Rye Harbour on Mar. 21 and the cork lifejacket picked up in Rye Bay on Mar. 22 have been inspected on the spot by the Commissaire Maritime of Ostend and identified as belonging to the Remi Marcel. Also, a Hastings fisherman has reported that while fishing off Dungeness recently, a wallet containing personal papers belonging to Edgard Briemont, of Ostend, who was the engineer of the Remi Marcel, was picked up in the trawl. A Court of Maritime Inquiry will shortly be held, and it is expected that it will be confirmed that the Remi Marcel was sunk in collision with British steamer **THE BARON** off Dungeness on Mar. 20. (See issue of Apr. 14.)

L.L. 9-5-1949

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Ostend for fishing grounds off Beachy Head on the 19<sup>th</sup> March 1949 and arrived on the 20<sup>th</sup> March 1949 at about 10 am.

Crew 4 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 18<sup>th</sup> May 1949-59. On the Board - 18<sup>th</sup> May 1949

From last report to 25<sup>th</sup> May 1949-66. Posted missing - 25<sup>th</sup> May 1949



Oswaldo Aranha, of Rio Janeiro.

(Brazilian steamer)

1951 Tons Gross

Date } 1912

Built

1182 Tons Net

Classification *Not classed*

Imbituba for Rio Janeiro

Master L. Sutter

Application submitted

15<sup>th</sup> June 1949

REMARKS—

Fitted Wireless

making Application

Shipping Editor

OSWALDO ARANHA. — Rio Janeiro, Apr. 9.—Steamer Oswaldo Aranha, which sailed from Imbituba on Apr. 1 for Rio Janeiro, has not arrived and no news. All vessels, and understand airplanes, searching.—Lloyd's Agents.

L. L. 11-4-1949.

Owner

Companhia Comercio e Navegacao

OSWALDO ARANHA.—London, May 16. —In reply to inquiry, Lloyd's Agents at Rio Janeiro write under date of May 11: The owners of the steamer Oswaldo Aranha state that no further news has been received concerning her disappearance, except for the finding of lifeboats and wreckage, as already announced in the local Press. They also state that the Oswaldo Aranha was in command of coastwise master Luiz Sutter, and was, at the time, carrying her usual cargo of 2450 tons of Brazilian coal from Imbituba to this port. (See issue of Apr. 11.)

L. L. 17-5-1949.

Cargo

2450 tons Brazilian coal.

Insurance effected at

— } on Vessel

— } on Cargo

Latest Account

Sailed from Imbituba for Rio Janeiro on the 1<sup>st</sup> April 1949.

Crew — including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 15<sup>th</sup> June 1949 - 75

From sailing to 22<sup>nd</sup> June 1949 - 82

COMMITTEE'S DECISION—

On the Board - 15<sup>th</sup> June 1949

Posted Missing - 22<sup>nd</sup> June 1949



Laermans, of Ostend.

(Belgian motor trawler)

154 Tons Gross

Date } 1948

Built } 1948

60 Tons Net

Classification

Bureau Veritas

Ostend for Dogger Bank fishing grounds

Master Georges Verburgh

REMARKS—

Application submitted

14<sup>th</sup> December 1949

Member making Application

Mr. S. Plade.

Owner

N.V. Motorvisserij

Cargo

Insurance effected at

Assurance Mutuelle } on Vessel  
Maritime, Ostend }

on Cargo

Latest Account

Sailed from Ostend for Dogger Bank fishing grounds on the 18<sup>th</sup> October 1949 and reported by wireless on the 24<sup>th</sup> October 1949.

Crew 10 including Master, Officers and 1 Apprentices

Number of days out

Days

From sailing to 14<sup>th</sup> December 1949 - 57From last report to 14<sup>th</sup> December 1949 - 51From sailing to 21<sup>st</sup> December 1949 - 64From last report to 21<sup>st</sup> December 1949 - 58.

Fitted Wireless.

LAERMANS. — Ostend, Nov. 2.—Anxiety is felt in fishing circles concerning Belgian motor trawler Laermans, O 304, skipper Georges Verburgh, which left Ostend on Oct. 18, with crew of nine, for Dogger Bank grounds and which should have returned here on Oct. 29.

L.L. 3-11-49

LAERMANS.—London, Nov. 3.—A report received from Brussels, dated Oct. 31, states: Without news of trawler O 304 (Laermans), which must be considered lost with crew during the recent storms. (See issue of Nov. 3.)

L.L. 4-11-49

LAERMANS.—Brussels, Nov. 8.—Belgium is to send a military aircraft out over the North Sea to search for the missing trawler Laermans, which left Ostend on Oct. 18 for the North Sea fishing grounds. She had a crew of 10 and food for nine days. She was last heard of on Oct. 24, when her skipper spoke to the skipper of the Pasteur, another Ostend trawler, by radio, with a storm still raging in the North Sea. The Pasteur returned to port yesterday.—Reuter. (See issue of Nov. 4.)

L.L. 9-11-49.

LAERMANS.—London, Nov. 21.—The owners of trawler Laermans, O 304, report from Ostend under date of Nov. 18 that the vessel left that port on Oct. 18 for fishing off the Dogger Bank. Since that date, none of the owners' other vessels has seen or heard of the Laermans. On the other hand, a request for radio-telephone conversation by the skipper of the Laermans is reported to have been heard on Oct. 24 by the skipper of fishing vessel Pasteur, O 58. The Laermans, which carried a crew of 10 men, is considered lost. (See issue of Nov. 9.)

L.L. 22-11-49.

COMMITTEE'S DECISION—

On the Board - 14<sup>th</sup> December 1949Posted Missing - 21<sup>st</sup> Dec. 1949



*Zahime* of Agadir.  
(Moroccan motor trawler)

154 Tons Gross

Date } 1948

Built }

60 Tons Net

Classification *Bureau Veritas*

Dunkirk for North Sea fishing grounds

Application submitted

4<sup>th</sup> January 1950

making Application

Shipping Editor

Owner

"Le Trident" Soc. Anon.  
Cherifienne d'Armement  
Maritime.

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed Dunkirk for North Sea fishing grounds on the 15<sup>th</sup> October 1949 and was reported in lat. 54 45 N. long. 1 E. on the 23<sup>rd</sup> October 1949.

Crew 15 including Master, Officers and Apprentices

Number of days out

Days

From last report to 4<sup>th</sup> January 1950-73

From last report to 11<sup>th</sup> January 1950-80

COMMITTEE'S DECISION—

On the Board - 4<sup>th</sup> January 1950

Posted Missing 11<sup>th</sup> January 1950

## REMARKS—

Fitted Wireless

ZAIME.—Niton Radio, Oct. 28.—Following received from Boulogne Radio at 9 52 a.m., G.M.T.: No news of French trawler Zaime, about 35 metres in length, with small funnel. Last position lat. 54 45 N., long. 1 E., on Oct. 23.

L.L. 29-10-49

ZAHIM.—Dunkirk, Oct. 31.—French trawler Zahim (before reported as ZAIME), missing since she left here on Oct. 15, may now be drifting off the Norwegian coast, a port official said here to-day, but French air-sea rescue services have failed to find any trace of her. The vessel carries a crew of 15 and is fitted with radio.—Reuter. (See ZAIME in issue of Oct. 29.)

L.L. 1-11-49

ZAIME.—Paris, Nov. 3.—Moroccan trawler Zahime, which left Dunkirk on Oct. 15 to fish for herring, with 18 men on board, is considered lost.—Reuter. (See ZAHIM in issues of Nov. 1, and ZAIME in issue of Oct. 29.)

L.L. 4-11-49

ZAIME.—Dunkirk, Nov. 3.—There has been no news since Oct. 23 of the Moroccan trawler Zahime, which is attached to the Arment Le Trident, of La Rochelle. It is thought that the vessel disappeared in the night of Oct. 23-24. She was last seen by a German vessel. Searches have been made by a dispatch boat and an aeroplane, which were placed at the disposal of the owners. The vessel was near the British coast at the place called the "South West Bank," reputed to be very dangerous. No wreckage has been found.—"Ouest-France." (See issue of Nov. 4.)

L.L. 9-11-49

ZAIME.—Paris, Nov. 4.—All hope now appears lost of finding the Moroccan trawler Zahime, which probably disappeared in lat. 54 N., long. 1 E., in the night of Oct. 23-24, after having been hove to for about 24 hours.—"Ouest France." (See issue of Nov. 9.)

L.L. 10-11-49

ZAIME.—London, Dec. 12.—In reply to inquiry, the owners of the motor trawler Zahime, "Le Trident" Soc. Anon. Cherifienne d'Armement Maritime, write from Casablanca under date of Dec. 9: No further news of motor trawler Zahime, which left Dunkirk on Oct. 15, has been received since Oct. 23 and the vessel is considered as lost with all hands. The French Consul at Newcastle-upon-Tyne informs us that the lifeboat of the Zahime has been recovered off the English coast. This is the only wreckage that it has been possible to identify up to now. (See issue of Nov. 10.)

L.L. 13-12-49



Hermann W. Duncan, of Havre.

(French motor tug)

165 Tons Gross

Date } 1944

Built

Classification

- Tons Net

Brest and Oran for Port Said and Red Sea.  
Master Rivoal

Application submitted

REMARKS—

4<sup>th</sup> January 1950.

Fitted Wireless Telephone.

making Application

Shipping Editor

Owner

Sté Française d'Entreprises  
de Dragages

HERMAN W. DUNCAN.—Cairo, Nov. 2.  
—The French Embassy at Cairo has requested the Egyptian Government to assist in searches in the Mediterranean for the French tug Herman W. Duncan (Brest for Port Said), which has not been heard of for several weeks. The tug left Oran on Oct. 3 (also reported as Oct. 6) for Port Said, where she was to join a convoy for the Red Sea. "Ouest France."

L.L. 9-11-49

HERMAN W. DUNCAN.—London, Nov. 21.—In reply to inquiry, Lloyd's Agents at Port Said write under date of Nov. 15: Agents of the tug Herman W. Duncan are still without news of her since she left Oran on Oct. 9 (before reported Oct. 3 and 6) for Port Said, where she was due on Oct. 19. (See issue of Nov. 4.)

L.L. 22-11-49.

HERMAN W. DUNCAN.—Port Said, Nov. 24.—The local agents of the tug Herman W. Duncan state that, according to advices received from her chartering agents in Paris, all efforts to trace the vessel on her voyage between Oran and Port Said by the British and French Navies have been fruitless, and the vessel must be considered as lost. (See issue of Nov. 22.)

L.L. 2-12-49.

HERMANN W. DUNCAN.—London, Dec. 7.—In reply to inquiry the owners of the tug Hermann W. Duncan (not Herman W. Duncan as before reported) write from Paris under date of Dec. 5: The last news received of the Hermann W. Duncan is that she left Oran on Oct. 9. (See issue of Dec. 2.)

L.L. 8-12-49.

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed Brest for Red Sea on the 23<sup>rd</sup> September 1949 and left Oran for Port Said on the 9<sup>th</sup> October 1949

Crew

including Master, Officers and

Apprentices

Number of days out

Days

From sailing to 4<sup>th</sup> January 1950 - 87.

From sailing to 11<sup>th</sup> January 1950 - 94

COMMITTEE'S DECISION—

On the Board - 4<sup>th</sup> January 1950

Posted missing 11<sup>th</sup> January 1950



*Margaret Paton, of Glasgow. Official No. 182017*

*(British steam trawler).*

*276 Tons Gross*

Date

Built

Classification

*1942 Last Survey Sept. 1949*

*Lloyd's Register 100 A1*

*Granton for fishing grounds*  
*Master P. Stevenson*

*104 Tons Net*

Application submitted

*25<sup>th</sup> January 1950*

Member

making Application

*Mr. A. E. C. Murray*

*(Interested as broker, and underwriter on some risks).*

Owner

*Ardrossan Trawling Co., Ltd.*

Cargo

Insurance effected at

*Lloyds and*  
*Companies.*

on Vessel

on Cargo

Latest Account

*Sailed from Granton for fishing grounds on the 18<sup>th</sup> December 1949 and was reported in lat. 58°40' N., long 3. E on the 19<sup>th</sup> December 1949*

Crew 13 including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 25<sup>th</sup> January 1950 - 37*

*From last report to 1<sup>st</sup> February 1950 - 44*

REMARKS—

*Fitted Wireless*

**MARGARET PATON.**—London, Dec. 31.—The owners of the trawler Margaret Paton telegraph from Edinburgh to-day: Margaret Paton sailed from Granton on fishing trip on Dec. 18, last seen on Monday, Dec. 19, in vicinity Coral Bank, due Granton Wednesday-Thursday, Dec. 28-Dec. 29. All other trawlers in port for New Year holidays. Admiralty, B.B.C. informed, R.A.F. acting on Monday (Jan. 2). Suggest boiler trouble, possibly drifting towards north-Danish coast.

*L.L. 2-1-50*

**MARGARET PATON.**—London, Jan. 2.—The air search for the missing trawler Margaret Paton continued this morning. A plane which searched all day yesterday reported nothing seen when it landed at Leuchars, Fife, last night.—Exchange Telegraph Company. (See issue of Jan. 2.)

*L.L. 3-1-50*

**MARGARET PATON.**—London, Jan. 3.—R.A.F. planes from Leuchars, Fife, were out again yesterday over the North Sea searching for the trawler Margaret Paton. Thirteen men are on board the vessel. It is estimated that about 8000 square miles of sea have now been searched from the air. (See issue of Jan. 3.)

Wick Radio, Jan. 3.—Following received from Stavanger Radio at 9 52 a.m., G.M.T.: XXX (urgency signal): Steam trawler Margaret Paton, GW 24, colour, red hull, black upperworks with buff and red funnel, belonging to Ardrossan Trawling Company, Ltd., overdue. Ship last seen in position lat. 58°40' N., long. 3 E., on Dec. 19. Ships are requested to keep a look-out and report if sighted.

London, Jan. 3.—The R.A.F. bomber which has been searching off the coast of Norway for the missing trawler Margaret Paton, returned to its base this evening without having seen any sign of the vessel. It is expected that an aircraft will resume the search to-morrow.—Exchange Telegraph Company.

*L.L. 4-1-50*

**MARGARET PATON.**—Oslo, Jan. 4.—Norwegian lifeboats were alerted to-day in the search for the missing trawler Margaret Paton. Oslo Radio also broadcast a message to shipping about the trawler. An R.A.F. bomber took off again to-day to examine islands and fjords on the west coast of Norway. So far no trace of the missing trawler has been reported in Norwegian waters.—Reuter.

Wick Radio, Jan. 4.—Trawler Margaret Paton: Following received from Farsund Radio at 2 8 p.m., G.M.T., addressed XXX (urgency signal): Lifebuoy marked "Margaret Paton" found on Dec. 29 outside Egersund.

*L.L. 5-1-50*

**MARGARET PATON.**—London, Jan. 5.—An R.A.F. Lincoln Air Sea Rescue aircraft which took off from Hemswell Aerodrome, Lincolnshire, to-day, in a further attempt to locate the missing trawler Margaret Paton, has abandoned its search because of "impossible" weather. The pilot radioed at 11 30 a.m. that it was impossible to continue the search with safety. The report said that visibility was less than 1 mile, with cloud base at 100 ft., a gale force wind and very heavy rain. The aircraft was immediately recalled. (See issue of Jan. 5.)

London, Jan. 5.—The following telegram has been received from the owners of the trawler Margaret Paton, dated Edinburgh, Jan. 5: R.A.F. and Admiralty report search for Margaret Paton abandoned. All shipping broadcasts to cease.

*L.L. 6-1-50*

**MARGARET PATON.**—Stavanger, Jan. 6.—Trawler Margaret Paton: A fish case marked "Walter K. Paton, Ltd., Glasgow" and a lifebuoy also wreckage have been driven ashore. (See issue of Jan. 6.)

*L.L. 7-1-50*

**MARGARET PATON.**—Oslo, Jan. 6.—A herring crate, marked "Walter Paton, Ltd., Glasgow," was cast ashore to-day near Stavanger. At Oyna, near Stavanger, some oak wood was washed ashore recently, and it is reported that a farm boy near Stavanger saw a signal rocket explode in the sky on Dec. 18.—British United Press. (See issue of Jan. 7.)

London, Jan. 6.—In reply to inquiry for particulars of wreckage of trawler Margaret Paton driven ashore, Lloyd's Agent at Stavanger cabled on Jan. 7: Cork lifebuoy marked "Margaret Paton" driven ashore at Egersund, lifebelt marked "Margaret Paton" driven ashore at Varhaug, lifeboat tank marked "W. Bros." driven ashore at Brusand, also pieces of black wood, probably wreckage suggested originating from bridge or house, found.

*L.L. 9-1-50*

COMMITTEE'S DECISION—

*On the Board - 25<sup>th</sup> January*

*Posted Missing 1<sup>st</sup> February*



# Mary Ann, of Tuborg Havn

(Danish auxiliary motor vessel)

99 Tons Gross

47 Tons Net

Date } 1925

Built

Classification *Last survey Mar.-May 1949*  
*Bureau Veritas*

Gdynia for Copenhagen  
Master H. O. Stegmann

Application submitted

REMARKS—

8<sup>th</sup> February 1950.

Fitted Wireless Telephone.

Member

making Application

Mr. H. L. Turner.  
(Interested as broker)

Owner

J. Larsen.

Cargo

159 kilo tons (metric tons) steel plates.

Insurance effected at

Lloyd's and in the  
London Market.

on Vessel

Copenhagen

on Cargo

Latest Account

Sailed from Gdynia for  
Copenhagen on the 3<sup>rd</sup> January  
1950.

Crew 4 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 8<sup>th</sup> February 1950 - 36

From sailing to 15<sup>th</sup> February 1950 - 43

COMMITTEE'S DECISION—

On the Board - 8<sup>th</sup> February 1950.

Posted Missing - 15<sup>th</sup> February 1950

MARY ANN.—Cullercoats Radio, Jan. 9.  
—Following received from Lyngby  
Radio at 9 19 p.m., G.M.T., addressed  
XXX (urgency signal): Danish motor  
galeas Mary Ann, OUKJ, which left  
Gdynia on Jan. 3 for Copenhagen, has  
not yet arrived. Ships in Baltic Sea  
keep sharp lookout for Mary Ann and,  
if observed, please advise Danish Navy,  
Copenhagen.

L.L. 11. 1. 50.

MARY ANN.—Copenhagen, Jan. 11.  
Aircraft and ships are to-day searching  
for the Danish motor galeas Mary Ann,  
missing since she left Gdynia on Jan. 3.  
She had four men on board and was  
due here on Jan. 5 or 6.—Reuter. (See  
issue of Jan. 11.)

Copenhagen, Jan. 11.—  
Danish naval aircraft have searched for  
the Danish motor galeas Mary Ann in  
Baltic waters as far east as Bornholm  
and a Norwegian vessel has continued  
the search between Bornholm and  
Gdynia. Inquiries by the Polish agents  
of the vessel's owners have produced no  
result.—British United Press.

L.L. 12. 1. 50

MARY ANN (aux.).—Copenhagen, Jan.  
13. —A Customs officer at Keldstrup  
Strand found a wheelhouse and two  
planks from a motor vessel on the  
shore yesterday. It is thought that  
the wreckage may possibly have come  
from the missing motor sailing vessel  
Mary Ann. The police are making in-  
quiries. — "Borsen." (See issue of  
Jan. 12.)

Ronne, Jan. 14.  
—Skipper Hans Christoffersen, Amager,  
has salvaged a drifting boat 10 miles SSE  
of Amager. It is thought that the boat  
came from the motor sailing vessel  
Mary Ann. Some wreckage, which is  
also thought to have come from that  
vessel, drifted ashore at Hammer Havn  
this morning. The boat and the wreck-  
age are being sent to Copenhagen in  
order that they may be examined by  
shipowner T. Larsen, Hellerup. —  
"Borsen."

London, Jan. 17.—The  
following message has been received  
from Copenhagen, dated Jan. 16: A  
lifeboat belonging to the motor vessel

Mary Ann has been found 10 miles  
south-east of Due Odde, Isle of Born-  
holm, and brought to Copenhagen, where  
the boat has been identified. Some stair-  
cases have also been found near Hammer  
Port, Isle of Bornholm, and they have  
also been brought to Copenhagen.

Copenhagen, Jan. 17.—  
Motor vessel Mary Ann feared totally  
lost as lifeboats and two deck ladders  
washed ashore at Bornholm and iden-  
tified as belonging to vessel, besides now  
washed ashore one starboard lantern  
screen and one piece of skylight not yet  
identified. No other information avail-  
able since vessel's departure from  
Gdynia on Jan. 3.

L.L. 18. 1. 50.

MARY ANN (aux.).—Copenhagen, Jan.  
22.—A lifebuoy, marked "Mary Ann,"  
and two hatches have drifted ashore at  
Skarviken, west of Ystad.—"Borsen."  
(See issue of Jan. 18.)

L.L. 25. 1. 50

MARY ANN (aux.).—London, Jan. 31.—  
In reply to inquiry, Lloyd's Agent at  
Copenhagen writes under date of  
Jan. 28: There is no later news of  
auxiliary vessel Mary Ann, of Tuborg  
Havn, which left Gdynia at noon on  
Jan. 3 for Copenhagen with a crew of  
four men, including the master, and  
with a cargo of steel plates weighing  
159.99 kilo tons. The vessel was fitted  
with radio telephone, but so far as is  
known, no call or signal was intercepted  
from the vessel after her departure from  
Gdynia. It is stated that on Jan. 13,  
lifebelts, part of the roof of the steering  
house and a lifejacket were found in  
Sweden and identified as belonging to  
the Mary Ann. On Jan. 14, a fisherman  
salvaged the vessel's lifeboat about 10  
miles SE. of Amager. About the same  
time, two small deck ladders were found.  
On Jan. 16, it was reported that a  
wooden hatch beam was drifting outside  
Ronne harbour and parts of a skylight  
and starboard lantern board were found  
outside Hæle, these parts now having  
been salvaged. (See issue of Jan. 25.)

L.L. 1. 2. 50.



# Milford Viscount, of Milford. Official No. 165644.

(British motor trawler)

314 Tons Gross

Date

Built

116 Tons Net

Classification

1947 Last Survey December 1949.  
Lloyd's Register 100 A1

Milford Haven for W. Ireland fishing grounds

Master - A. Smith

Application submitted

## REMARKS—

17<sup>th</sup> May 1950.

Member

making Application

Mr. W. C. Plumer.  
(Interest as broker).

Owner

Milford Steam Trawling Co., Ltd.

Cargo

Insurance effected at

Lloyd's  
and  
Companies

on Vessel

on Cargo

Latest Account

Sailed from Milford Haven for the Western Irish fishing grounds on the 29<sup>th</sup> March 1950 and was reported by wireless on the 1<sup>st</sup> April 1950.

Crew 13 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 17<sup>th</sup> May 1950 - 46.From last report to 24<sup>th</sup> May 1950 - 53

## COMMITTEE'S DECISION—

On the Board - 17<sup>th</sup> May 1950Posted Missing - 24<sup>th</sup> May 1950

Land's End Radio, Apr. 27.—Following received from Stonehaven Radio at 1 25 p.m., G.M.T.: Following received from British trawler Inchmickery at 12 53 p.m., G.M.T., on 2012 kcs.: Re trawler Milford Viscount. I have to report that trawler William Caldwell definitely had the Milford Viscount at approximately 2 a.m. to 2 30 a.m., B.S.T., and thinks vessel said 5 degrees west. I also confirm that Milford Viscount said this as far as I could make out. He said he could only transmit for one minute at a time. Granton trawler Madden and an English trawler also heard the call from the Milford Viscount. The William Caldwell is at The Skerries. Milford Viscount, called the Milford Queen or any trawler.

London, Apr. 27.—Signals indicating the position of the missing trawler Milford Viscount were received early this afternoon, according to a statement issued by the Air Ministry in Edinburgh to-day. It was learned that the trawler was in lat. 52 N., long. 11 to 15 W. Three Lancaster aircraft, two from St. Eval, Cornwall, and one from Shawbury, Shropshire, left this afternoon to search the area. Meanwhile the destroyer Wizard has been sent out from Plymouth and is standing by until she receives further information from the aircraft. A close watch is being kept by R.A.F. Signals on 141 metres on which the last signals from the trawler were heard. Arrangements have been made to send messages to the trawler on that wavelength.

L.L. 28-4-50

MILFORD VISCOUNT.—Land's End Radio, Apr. 28.—Following received from British trawler Milford Duke at 12 37 a.m., G.M.T.: Four or five different trawlers heard aircraft has located trawler Milford Viscount and rescue ship is proceeding to her position. Following received from motor vessel Innisfallen at 12 54 a.m., G.M.T.: Following received from steamer Wild Rose to trawler Milford Duchess saying trawler Milford Viscount has been located by plane and rescue ship is proceeding to her, position given as lat. 52 40 N., long. 16 W. Following received from British trawler Milford Duchess at 8 15 a.m., G.M.T.: No information here regarding position of trawler Milford Viscount. Last night trawler Red Rose heard foreign ship broadcast on 181 metres that the vessel had been located and rescue ship was being sent. No information as to who gave position of Milford Viscount. (See issue of Apr. 28.)

London, Apr. 28.—Several reports reached the Admiralty during the night that faint radio signals had been picked up from the missing trawler Milford Viscount and they are being investigated. A renewed air and sea search of thousands of square miles of sea off the south-west coast of Ireland was begun yesterday. British and foreign trawlers, who observed radio silence in order to pick up any message, were asked to pinpoint the position of the Milford Viscount if they heard any calls. Earlier a weak signal believed to be from the Milford Viscount had been picked up by Admiralty Radio, Plymouth.—Exchange Telegraph Company.

London, Apr. 28.—Trawler Milford Viscount: The destroyer Wizard contacted a number of trawlers about 240 miles west of Ireland to-day. She has been directed to search a broader front towards the Galway Bay area, and to pay particular attention to that coastline.

L.L. 29-4-50.

THIS IS Milford Viscount calling. Another British trawler also reported hearing faint signals. — Reuter. (See issue of May 9.)

London, May 9.—The owners of trawler Milford Viscount report from Milford Haven under date of May 6: The Milford Viscount, with a crew of 12 men in addition to a skipper, but no apprentices, left Milford Haven on Mar. 29 and has not been heard of since Apr. 1. There have been various rumours of wireless signals having been received from the vessel, all of which have been investigated without success. In addition, an intensive search has been made by aircraft, one H.M. ship and a large number of trawlers, again without success. We must, therefore, consider this vessel as lost.

L.L. 10-5-50

MILFORD VISCOUNT.—Tralee, May 8.—The two lifebelts reported to the police authorities at Ballyheige have been inspected. They were found at Meenaghane, on the north side of Kerry Head, and are marked "Milford Viscount, M 195." (See issues of May 6 and 10.)

L.L. 11-5-50

## WRECKAGE RECOVERED

London, Apr. 18.—Trawler Milford Duchess arrived at Milford Haven yesterday with an echo sounder, part of a net and ventilators from trawler MILFORD VISCOUNT, lost three years ago.—"Daily Express." (Note.—MILFORD VISCOUNT was posted at Lloyd's as a Missing Vessel on May 24, 1950.)

L.L. 20-4-53

## WRECKAGE RECOVERED

London, May 11.—The following report has appeared in the journal of The Marconi International Marine Communication Company, Ltd.: On or about Apr. 2, 1950, trawler MILFORD VISCOUNT disappeared during a gale and until recently no evidence of her fate was found. Now comes news that during trawling operation in lat. 52 39 N., long. 12 40 W., trawler Milford Duchess recovered from a depth of 270 fathoms some wreckage and a Marconi "Seavisa" echometer. The serial number of this echometer has been identified as the instrument fitted on the trawler MILFORD VISCOUNT. This evidence was recovered three years and two days after the presumed time of the loss of the MILFORD VISCOUNT. The recovered "Seavisa" was found in the switched "on" position on range 3 (200-330 fathoms) and as both these switches are now immovable, it may be assumed that the sounder was in operation when the vessel foundered and that she was probably engaged in fishing at the time. (Note.—MILFORD VISCOUNT was posted at Lloyd's as a "Missing Vessel" on May 24, 1950.)

L.L. 12-5-53.



*Cranz, of Bremerhaven.*  
(German Steam trawler)

328 Tons Gross

123 Tons Net

Date } 1927

Built }  
Classification { Germanischer Lloyd  
Last survey 7/19

Hamburg-Altona for fishing grounds off  
Norwegian coast. Master A. Hasner.

Application submitted

REMARKS—

17<sup>th</sup> May 1950.

Fitted Wireless.

making Application

Shipping Editor

Owner

*Cranzer Fischdampfer  
Aktiengesellschaft.*

Cargo

Insurance effected at

on Vessel

on Cargo

CRANZ. — Harstad, Mar. 12. — German trawler Cranz, 328 gross tons, port of registry Bremerhaven, managed from Hamburg, feared lost with all crew as last message from vessel on Mar. 7 announced approaching departure from Rost fishing grounds, northwest of Lofoten Islands, for Hamburg. Thenceforth vainly advertised for. A Norwegian fishing vessel p.m. on Mar. 9 northeast of Hornneset, Nappstrommen, northern side of outer Lofoten, picked up three lifebuoys marked "Cranz. Bremerhaven," on to one fastened dead man.— Lloyd's Agent.

L.L. 13-3-50

CRANZ.—London, Apr. 3. — In reply to inquiry, Lloyd's Agents at Hamburg forward, under date of Mar. 30, a copy of the findings of the Marine Court of Inquiry in respect of trawler Cranz. It was stated that the Cranz, which had been fishing near Lofoten Islands, sent a message at about 10 a.m. on Mar. 7 that she was returning home. In the afternoon of Mar. 8, wreckage and a lifebelt believed to have originated from the Cranz were sighted and partly recovered by a Norwegian vessel at Husholmen. During the following days more wreckage and lifebelts were found, among them one lifebelt from the Cranz with a body. It is considered that the Cranz, together with her crew of 19 men, were lost on Mar. 7. (See issue of Mar. 13.)

L.L. 4-4-50

Latest Account

*Sailed from Hamburg-Altona for fishing grounds off the Norwegian coast on the 18<sup>th</sup> February 1950 and was last reported on the 7<sup>th</sup> March 1950*

Crew 19 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 17<sup>th</sup> May 1950 - 71

From last report to 24<sup>th</sup> May 1950 - 78

COMMITTEE'S DECISION—

On the Board - 17<sup>th</sup> May 1950

Posted Missing - 24<sup>th</sup> May 1950



# Sainte Anne, of Marseilles.

(French steamer)

497 Tons Gross

78 Tons Net

Application submitted

Date } 1941  
Built }

Classification { Bureau Veritas  
Last survey December 1949

Algiers for Toulon.

Master Giquel

REMARKS—

17<sup>th</sup> May 1950.

making Application

Shipping Editor

Owner

Société Navale Caennaise

Cargo

Wine in bulk, citrus fruit and wool

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Algiers for Toulon on the 14<sup>th</sup> March, 1950 and reported by wireless off the Balearic Islands on the 15<sup>th</sup> March 1950.

Crew 15 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 17<sup>th</sup> May 1950 - 63

From last report to 24<sup>th</sup> May 1950 - 70

COMMITTEE'S DECISION—

On the Board - 17<sup>th</sup> May 1950

Posted Missing - 24<sup>th</sup> May 1950

## Fitted Wireless

SAINT ANNE.—Niton Radio, Mar. 16. — Following received from Marseilles Radio at 8.48 p.m., G.M.T., addressed all ships: Please give news if possible of the steamer Sainte Anne, which left Algiers and was due to arrive at Toulon at 11 a.m., G.M.T., to-day. Not entered port.

Toulon, Mar. 17. — Steamer Sainte Anne not arrived at 3 p.m. to-day, aircraft searching.

L.L. 18-3-50

SAINT ANNE.—Algiers, Mar. 18. — Small French steamer Sainte Anne with crew of 15, trading regularly between France and Algeria, left Algiers on Mar. 14 for Toulon, and is now reported by local Press as overdue. Result of search by 'planes fruitless. (See issue of Mar. 18.)

Toulon, Mar. 18. — Naval Authorities report no trace of steamer Sainte Anne up to 5 p.m. to-day.

Marseilles, Mar. 19. — Steamer Sainte Anne, missing with 15 men on board, is presumed lost, Port Authorities announced here to-day. They have abandoned air search for the vessel, which disappeared near the Balearic Islands on Wednesday morning (Mar. 15). The Sainte Anne left Algiers on Tuesday and was due at her home port of Toulon on Thursday.—Reuter.

Toulon, Mar. 19. — 'Planes and vessels have given up the search for the steamer Sainte Anne. The vessel is said to have been heavily loaded and may have been swamped in Mediterranean storms during the week. —British United Press.

L.L. 20-3-50

SAINT ANNE.—Algiers, Mar. 20. — Steamer Sainte Anne: No news, considered lost. (See issue of Mar. 20.)

Paris, Mar. 19. — Steamer Sainte Anne was last heard of on Wednesday (Mar. 15) when she signalled her position off the Balearic Islands.—"The Times" Correspondent.

L.L. 21-3-50

SAINT ANNE.—Marseilles, Mar. 20. — French steamer Sainte Anne, overdue at Toulon since Mar. 15, has not yet been traced. The last contact was by wireless at 4 p.m., G.M.T., on Mar. 15. No wreckage has been found and it is presumed that the vessel is lost with all hands. (See issue of Mar. 21.)

L.L. 24-3-50

SAINT ANNE.—Marseilles, Apr. 1.—The Prefet Maritime de Toulon states that search for the missing steamer Sainte Anne began on Mar. 17 and was continued until Mar. 25 by military and civil aircraft and naval and commercial vessels.—"L'Antenne." (See issue of Mar. 24.)

L.L. 5-4-50

SAINT ANNE.—London, Apr. 14. — In reply to inquiry, the owners of steamer Sainte Anne write from Caen under date of Apr. 12: Nothing further has been heard of our steamer Sainte Anne since she left Algiers on Mar. 14 for Toulon and was in communication at 4 p.m., G.M.T., on Mar. 15. The vessel was in command of Captain Giquel and carried a crew of 15 men. Her cargo consisted of wine in bulk, citrus fruit and wool. (See issue of Apr. 5.)

L.L. 15-4-50



# Gay Lussac, of Lorient.

(French motor trawler)

231 Tons Gross

Date } 1948  
Built }

49 Tons Net

Classification Bureau Veritas - Last survey Nov. 1949

Lorient for fishing grounds west of Scilly Isles  
Master Jacob

Application submitted

REMARKS—

22<sup>nd</sup> November 1950.

Fitted Wireless Telephone

making Application

Shipping Editor

GAY LUSSAC.—Lands End Radio, Sept. 21.—Following received from Gouesnou Radio at 3 8 p.m., G.M.T.: From Lorient, Sept. 21, 2 25 p.m., G.M.T. Request news of Lorient trawler Gay Lussac, No. 4733, length 32 metres, black hull, brown superstructure, aluminium colour funnel. Distinguishing marks on funnel, white flag with red border, with two blue mariners depicted in the centre of the flag. Please inform coast stations or L'Armement Gautier, Lorient.

L.L. 22-9-50

GAY LUSSAC. — London, Sept. 25. — Trawlers of four nations were last night taking part in an intensified search off Land's End for the French trawler Gay Lussac, 231 tons gross, with a crew of eight. She is now five days overdue at Lorient from fishing grounds near the Scilly Isles.—"The Daily Telegraph and Morning Post." (See issue of Sept. 22.)

L.L. 26-9-50

GAY LUSSAC. — Brest, Sept. 25.—Submarine chaser Goumier to-day transmitted to the Prefecture Maritime de Brest a message according to which a trawler, nationality unknown, has found a drifting boat from the missing trawler Guy Lussac.—"Ouest France." (See issue of Sept. 26.)

L.L. 28-9-50

GAY LUSSAC.—Lorient, Sept. 27.—The missing trawler Gay Lussac is now officially regarded as lost. She had a crew of 16 men. A boat from the vessel has been found off the British coast and clothing from a body, which was found at the entrance to the Channel by another trawler, has been identified as that of the wireless operator of the missing vessel.—"Quest France." (See issue of Sept. 28.)

L.L. 30-9-50

GAY LUSSAC.—London, Oct. 16.—In reply to inquiry, the owners of the trawler Gay Lussac write from Lorient under date of Oct. 13: The Gay Lussac, with a crew of 16, skipper Jacob Jean Louis, left Lorient on Sept. 3 and the last news of her was picked up at 8 p.m. on Sept. 16 by trawler General Leclerc. The vessel was lying to and all was well on board. No material wreckage has yet been recovered, but the body of the drowned wireless operator was recovered in the trawl of the Lorient trawler Val de Saïre on Sept. 18. The vessel must be considered as lost with all hands in the night of Sept. 16-17 in the region of Jones Bank. (See issue of Sept. 28.)

L.L. 17-10-50.

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Lorient for fishing grounds west of the Scilly Isles on the 3<sup>rd</sup> September, 1950 and was last reported on the 16<sup>th</sup> September 1950.

Crew 16 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 22<sup>nd</sup> Nov. 1950 - 67.

From last report to 29<sup>th</sup> Nov. 1950 - 74

COMMITTEE'S DECISION—

On the Board - 22<sup>nd</sup> Nov. 1950.

Posted Missing - 29<sup>th</sup> Nov. 1950



Irene Alvarez, of Vigo.

(Spanish steam trawler)

107 Tons Gross

Date } 1931

Built }

71 Tons Net

Classification Not classed.

Vigo for fishing grounds off S.W. Ireland.  
Master Leal.

Application submitted

REMARKS—

22<sup>nd</sup> November 1950

Fitted Wireless Telephone.

making Application

Shipping Editor

Owner

Amable Marquez Alvarez and  
Others.

Cargo

—

Insurance effected at

—

on Vessel

—

on Cargo

Latest Account

Sailed from Vigo for fishing grounds off the South West Irish Coast on the 9<sup>th</sup> September 1950 and was reported on the 16<sup>th</sup> September 1950 attempting reach Castletown, Berehaven, owing gale.

Crew 12 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 22<sup>nd</sup> Nov. 1950 - 67

From last report to 29<sup>th</sup> Nov. 1950 - 74.

COMMITTEE'S DECISION—

On the Board - 22<sup>nd</sup> Nov. 1950.

Posted Missing - 29<sup>th</sup> Nov. 1950

IRENE ALVAREZ.—Bantry, Sept. 18.—Spanish trawler Amable Marquez, now arrived at Berehaven, reports having had no radio contact with partner ship Irene Alvarez since gale on Saturday night (Sept. 16) in position south of Fastnet.

Land's End Radio, Sept. 19.—Following received by telegraph from Harbourmaster at Bantry at 8.9 p.m., G.M.T.: Notice to all ships: Spanish trawler Irene Alvarez missing. Last seen in vicinity off Bull Rock, south west Irish coast. Timber hull, painted white, wheelhouse white, funnel blue, white and blue. May be drifting disabled. Please communicate.

L.L. 21-9-50

IRENE ALVAREZ.—London, Oct. 16.—In reply to inquiry, Lloyd's Agents at Vigo write under date of Oct. 9: Trawler Irene Alvarez, skipper Jose Gonzalez Leal, crew 12 in all, and trawler Amable Marquez left Vigo on Sept. 9 and were fishing together. At midnight on Sept. 16, the Irene Alvarez was lost sight of when, owing to a gale, both vessels were attempting to reach Castletown, Berehaven, where they had already been for shelter the day before, having left that port at 8 p.m. It is assumed that the Irene Alvarez was a total loss 20 miles SSW, of Dursey. (See issue of Sept. 21.)

L.L. 17-10-50.



*Caledonia, of Peterhead.**(British auxiliary fishing vessel)*

40 Tons Gross

Date

Built } 1937

- Tons Net

Classification *Not classed*

Application submitted

*30<sup>th</sup> May 1951.*

making Application

*Shipping Editor*

Owner

*Caledonian Fishselling and  
Marine Stores Co., Ltd.*

Cargo

*40 cran of herring*

Insurance effected at

} *on Vessel*} *on Cargo*

Latest Account

*Sailed from Ullapool for  
Oban on the 3<sup>rd</sup> March 1951*Crew **10** including Master, Officers and - Apprentices

Number of days out

Days

*From sailing to 30<sup>th</sup> May 1951 - 88.**From sailing to 6<sup>th</sup> June 1951 - 95**Ullapool for Oban.**Master W. Thain*

REMARKS—

*Fitted Wireless Telephone.*

**CALEDONIA.**—Duntulm, Mar. 5.—Mallaig lifeboat has been launched to search for motor fishing vessel Caledonia, PD 160, overdue at Oban on passage from Ullapool.

L.L. 6.3.51

**CALEDONIA.**—Duntulm, Mar. 5.—Mallaig lifeboat has returned. Search for motor fishing vessel Caledonia will be resumed at first light in the morning. (See issue of Mar. 6.)

London, Mar. 5.—H.M. frigate Loch Tralga, stationed at Londonderry, is to start searching at dawn to-morrow for the motor drifter Caledonia, overdue at Oban from a fishing voyage.—Exchange Telegraph Company.

Duntulm, Mar. 6.—Mallaig lifeboat has been launched to continue search for motor fishing vessel Caledonia.

London, Mar. 6.—After a fruitless 13-hour search yesterday the Mallaig lifeboat put out again at 7.30 a.m. to-day to continue the search for the motor drifter Caledonia, which has been missing since early on Sunday (Mar. 4) with 12 men on board. The Caledonia left Ullapool at midday on Saturday and was last seen near Applecross, 10 miles north of Kyle, by the drifter Lily Oak III, which left Ullapool at the same time. The coxswain of the lifeboat said that last night there was a sea gale blowing, which would have made things difficult for a drifter in trouble. The frigate Loch Tralga, which was ordered to join the search, left Londonderry late last night. An R.A.F. Lancaster took off from Kinloss at 10.10 a.m. to-day to join in the search. It was co-operating with the Loch Tralga.

L.L. 7.3.51

**CALEDONIA.**—Duntulm, Mar. 6.—Mallaig lifeboat has returned to station. One body recovered from watermark at Ard Thurinish, Point of Sleat, identified as member of crew of overdue motor fishing vessel Caledonia, also three fishing buoys recovered from same position identified as belonging to Caledonia. (See issue of Mar. 7.)

London, Mar. 6.—The body of a seaman found entangled in floating fishing nets was picked up by the ring net fishing vessel Spindrift several miles off Point of Sleat late this afternoon. The body is thought to be that of a member of the crew of the motor fishing vessel Caledonia. The Caledonia returned to Peterhead about a fortnight ago after the crew had lost practically all their nets with the weight of fish. Their loss was estimated at £800. Mr. Robert G. Strachan and eight other Peterhead men, including the skipper, William Thain, were on board the Caledonia when she was reported to be making for Oban on Saturday (Mar. 3) with a catch of 40 crans. The vessel is managed by the Caledonian Fish Selling & Marine Stores Company, Ltd., whose chief baillie, Mr. Robert Forman, has gone to the west coast to investigate.

Oban, Mar. 7.—Fishing vessel Caledonia, PD 160, owners Caledonian Fish Selling & Marine Stores Company, on passage from Ullapool to Oban, overdue since Sunday (Mar. 4), is now presumed lost with all hands. Location of wreck not yet ascertained, believed to be in sea area between Ardnamurchan Lighthouse and Point of Sleat, Skye. Search being continued in above area to-day.

Duntulm, Mar. 7.—(Mallaig lifeboat has been launched to continue search for overdue fishing vessel Caledonia.

L.L. 8.3.51

**CALEDONIA.**—Duntulm, Mar. 7.—Motor fishing vessel Caledonia; Mallaig lifeboat has returned. (See issue of Mar. 8.)

Duntulm, Mar. 8.—

Mallaig lifeboat has been launched to continue the search for motor fishing vessel Caledonia.

London, Mar. 8.—

Wreckage found to-day on the southeast shore of Skye is thought to have been washed up from the missing Peterhead fishing vessel Caledonia, which is now presumed lost with a crew of 10 on board. Mallaig lifeboat went out this morning to search the shores of Rhum and Elgg for signs of the missing vessel. Three trawlers from the same port assisted in the search of neighbouring islands. Deck planks from a wrecked fishing vessel were found on the shore of Skye between Point of Sleat and Armadale. A number of new fishing nets were lying alongside. Almost certainly the debris came from the Caledonia. She was fitted with new gear at Peterhead only a fortnight ago when she reported for overhaul after losing nearly all her nets with the weight of fish. Only one body has so far been recovered.—Exchange Telegraph Company.

London, Mar. 7.—The fisherman whose body was picked up near Point of Sleat, Skye, on Tuesday (Mar. 6) was, according to information received at Peterhead to-day, William Buchan, of Hope Street, Peterhead, a member of the crew of the missing fishing vessel Caledonia.

L.L. 9.3.51

**CALEDONIA.**—Duntulm, Mar. 8.—Motor fishing vessel Caledonia; Mallaig lifeboat returned to station. (See issue of Mar. 9.)

London, Mar. 9.—

Mallaig lifeboat to-day called off the search for the Peterhead drifter Caledonia. The drifter is officially presumed lost with all hands. A raft and a mattress from the Caledonia were found yesterday off the southern tip of Skye.

L.L. 10.3.51

**CALEDONIA.**—Glasgow, Mar. 21.—The bodies of two more of the crew of the fishing vessel Caledonia have been recovered.—"The Glasgow Herald." (See issue of Mar. 10.)

L.L. 22.3.51

**CALEDONIA.**—London, Mar. 29.—In reply to inquiry, the managers of fishing vessel Caledonia write from Peterhead under date of Mar. 23: The Caledonia, PD 160, left Ullapool at 10.30 a.m. on Mar. 3 for Oban with 40 cran of herring on board. It is reported that the vessel was seen near Applecross, but this is not confirmed. Some wreckage has been washed up at Mallaig and is now in the possession of the Receiver of Wreck at that port. The crew numbered ten and the skipper was William Thain. One body was found at Sleat Point and landed at Mallaig, two were picked up at Eriskay and one at Barra. (See issue of Mar. 22.)

L.L. 30.3.51

**CALEDONIA.**—London, Apr. 9.—The body of a seaman washed up on the island of Coll, Hebrides, is thought to be that of one of the crew of the Peterhead drifter Caledonia, reported missing on Mar. 5.—"The Daily Telegraph & Morning Post." (See issue of Mar. 30.)

L.L. 10.4.51

**CALEDONIA.**—Glasgow, Apr. 19.—The body of a seaman washed ashore on the island of Muck has been identified as that of skipper William Thain, of the Peterhead motor fishing vessel Caledonia, which foundered with the loss of 10 lives off the west coast of Scotland early in March, while on a passage from Ullapool to Oban.—"The Glasgow Herald." (See issue of Apr. 10.)

L.L. 21.4.51

COMMITTEE'S DECISION—

*On the Board - 30<sup>th</sup> May 1951**Posted Missing - 6<sup>th</sup> June 1951*



*Cyrenaica I*, of Panama. Master *P. Paschalis*.  
(Panamanian steamer)

840 Tons Gross

Date } 1919  
Built }

505 Tons Net

Classification *Bureau Veritas*. Last survey *Shull 12/19*  
*Boiler 4/50*Sfax, Naples, Genoa, Crotone and Messina  
for Alexandria.

Application submitted

30<sup>th</sup> May 1951.

making Application

Shipping Editor.

Owner

*Cia. de Navegacion San  
Constantino S.A.*

Cargo

*General (715 tons)*

Insurance effected at

on Vessel

on Cargo

Latest Account

*Sailed from Sfax January 30, 1951, Naples  
February 8, Genoa February 15, Crotone  
February 26 and Messina March 3  
for Alexandria.*

Crew 16 including Master, Officers and — Apprentices

Number of days out

Days

*From sailing to 30<sup>th</sup> May 1951 - 88.**From sailing to 6<sup>th</sup> June 1951 - 95*

REMARKS—

*Not Fitted Wireless.*

**CYRENAICA I.**—Alexandria, Mar. 15. —  
Steamer *Cyrenaica I* overdue 10  
days on voyage Crotone to Alexandria.  
Agents' last news refuting Crete, but five  
unidentifiable bodies and some cargo  
washed ashore near Mersa Matruh on  
Mar. 12. (Note.—*Cyrenaica I* arrived  
at Messina on Feb. 27 from Crotone and  
left on Feb. 28 for Alexandria.)

L.L. 16.3.51

**CYRENAICA I.**—London, Mar. 16.—In  
reply to inquiry, Lloyd's Agent at  
Messina cabled to-day: Panamanian  
steamer *Cyrenaica I* cleared for Alex-  
andria on Feb. 28 and sailed on Mar. 3;  
no further news. (See issue of Mar. 16.)

Valletta, Mar. 16.—  
Aircraft and ships off the Egyptian  
coast have been warned to look out for  
survivors from the cargo steamer  
*Cyrenaica I*, which is five days overdue  
at Alexandria from Messina. She is  
believed to have foundered off Mersa  
Matruh, where her cargo was washing  
ashore to-day.—British United Press.

L.L. 17.3.51

**CYRENAICA I.**—Niton Radio, Mar. 18.  
—Following received from Stonehaven  
Radio at 12 30 a.m., G.M.T.: Following  
received from Benghazi Radio, timed  
8 20 a.m., G.M.T., Mar. 16: Steamer  
*Cyrenaica I* reported sunk between El  
Daba and Mersa Matruh; please look  
out for survivors. (See issue of Mar. 17.)

Canea, Mar. 17.—  
Steamer *Cyrenaica I*: Harbourmaster  
at Heraklion has received to-day a cable  
from *Cyrenaica Enterprises*, Benghazi,  
stating ship reported sunk between El  
Daba and Mersa Matruh, cargo and  
bodies washed ashore, and requesting  
him to look out for survivors.—Lloyd's  
Agent.

L.L. 19.3.51

**CYRENAICA I.**—London, May 8. — In  
reply to inquiry, Lloyd's Agents at  
Civitavecchia write under date of  
May 3: The managers in Rome of the  
steamer *Cyrenaica I* state that the  
vessel loaded 715 metric tons of  
general cargo for Alexandria in Sfax,  
Naples, Genoa and Crotone. The latest  
information received from the ship is  
her departure from Messina at 10 a.m.  
on Mar. 3. Some items of cargo identi-  
fied as being from the vessel were  
recovered on Dabaa Beach, about  
165 km. from Alexandria, on Mar. 9.  
There were no survivors. (See issue of  
Mar. 19.)

L.L. 9.5.51

COMMITTEE'S DECISION—

*On the Board - 30<sup>th</sup> May 1951**Posted Missing - 6<sup>th</sup> June 1951*



*Gudrun, of Gloucester, Mass. Master: A. Johannson*  
*(American motor trawler)*

245 Tons Gross

Date } 1928  
Built }

115 Tons Net

Classification

*American Record. Last survey 8/50**Gloucester, Mass. for Grand Banks fishing grounds.*

Application submitted

REMARKS—

*30<sup>th</sup> May 1951.**Fitted Wireless Telephone.*

making Application

*Shipping Editor*

Owner

*Trawler Gudrun Inc (Mass.)*

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

*Sailed from Gloucester, Mass. for Grand Banks fishing grounds on the 3<sup>rd</sup> Jan 1951 and reported by wireless, in distress, in lat. 43 30 N., long 53 45 W. on the 14<sup>th</sup> January 1951.*

Crew *17* including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 30<sup>th</sup> May 1951 - 136**From last report to 6<sup>th</sup> June 1951 - 143*

COMMITTEE'S DECISION—

*On the Board - 30<sup>th</sup> May 1951**Posted Missing - 6<sup>th</sup> June 1951*

**GUDRUN.**—Oullercoats Radio, Jan. 17.—Following received from Blaavand Radio at 10 21 a.m. G.M.T.: S O S received from Godthaab Radio, OXI: Following received at 8 40 a.m.: S O S from trawler Godwin (? Gudrun) sinking, position lat. 43 50 N., long. 53 45 W.

Cape Race Radio, Jan. 14.—Following S O S received via Yarmouth, N.S., and Canso Radio at 9 6 a.m., G.M.T.: Trawler Goodwin (? Gudrun) sinking in position lat. 43 30 N., long. 53 45 W. Nature of distress unknown. Steamer American Planter proceeding to assistance, 60 miles from position.

New York, Jan. 14.—The Cunard steamer Mauretania altered course to-day to go to the aid of the American trawler Gudrun, 245 tons gross, reported by the United States Coast Guard to be sinking off the coast of Nova Scotia. Two destroyers

are also proceeding to the aid of the foundering ship. The Coast Guard, who picked up a distress signal from the Gudrun, fixed her position as about 180 miles south of Argentia, Newfoundland. The trawler, out of Gloucester, Massachusetts, is owned and operated by a Captain Gudrun, of West Medford, Massachusetts. The Coast Guard said that aeroplanes and cutters were also converging on the position.—Reuter

L.L. 15. 1. 51

**GUDRUN.**—St. John's, N.F., Jan. 15.—High seas and 40 miles per hour winds have hampered the Air-Sea search for any survivors of the trawler Gudrun, which has not been heard from since her distress call yesterday, stating that she was sinking 180 miles south of Argentia, Newfoundland. Two Coast Guard vessels are in the area and two fishing vessels are on their way to help. Aircraft of the Royal Canadian Air Force are also taking part in the search. The liner Mauretania, two United States destroyers and several other ships which were diverted to help in the search yesterday, continued their voyages later.—British United Press. (See issue of Jan. 15.)

L.L. 16. 1. 51

**GUDRUN.**—St. John's, N.F., Jan. 16.—Search planes have reported sighting small pieces of wreckage off Newfoundland during their search for the 17 members of the crew of the American trawler Gudrun. No sign of any survivors has been seen yet.—British United Press. (See issue of Jan. 16.)

Halifax, Jan. 16.—Thirteen aircraft took part to-day in the search for the crew of 17 of the American trawler Gudrun. The search was centred east of Sable Island, 100 miles off the coast of Nova Scotia, in the area in which pieces of debris were sighted on Sunday night (Jan. 14-15). The owners of the trawler state that the vessel carried two lifeboats, each able to carry 18 men, and a liferaft. The weather in the search area is fair, although rain and snow that swept Nova Scotia yesterday may soon extend to the area.—British United Press.

L.L. 17. 1. 51

**GUDRUN.**—New York, Jan. 16.—Extensive aerial and surface search for fishing vessel Gudrun or wreckage and survivors was carried out throughout the day on Jan. 16 without result. Coast Guard aerial and surface search over a wide area is contemplated for Jan. 16. (See issue of Jan. 17.)

L.L. 19. 1. 51

**GUDRUN.**—New York, Jan. 17.—Extensive Coast Guard search for fishing vessel Gudrun will be continued to-day. (See issue of Jan. 19.)

L.L. 22. 1. 51

**GUDRUN.**—New York, Jan. 18.—Coast Guard search for fishing vessel Gudrun Jan. 17 negative. Further aerial search is planned for to-day. (See issue of Jan. 22.)

New York, Jan. 19.—Upon completion of search assignment for fishing vessel Gudrun on Jan. 18, Coast Guard terminated search.

L.L. 23. 1. 51

**GUDRUN.**—London, Apr. 2.—In reply to inquiry, Lloyd's Agent at Boston writes under date of Mar. 22: Fishing vessel Gudrun was last reported from a position stated to be lat. 43 30 N., long. 53 45 W. It is reported that a lifeboat from the Gudrun was picked up off the Grand Banks about two or three weeks ago. (See issue of Jan. 23.)

L.L. 3. 4. 51



Pepe Luis Lopez, of Algeciras  
(Spanish whaler)

247 Tons Gross

Date } 1928

Built }

88 Tons Net

Classification

Not classed

Master - R. R. Insua  
Algeciras and Ceuta for whaling grounds  
in the Gulf of Cadiz

Application submitted

5<sup>th</sup> September 1951

making Application

Shipping Editor

Owner

Jose Lopez Gutierrez

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed Algeciras April 14, 1951 and  
Ceuta April 16 for whaling grounds  
in the Gulf of Cadiz and was last  
reported 70 miles WSW. of Larache on  
April 16. Due Cadiz April 17.

Crew 14 including Master, Officers and - Apprentices

Number of days out

Days

From last report to 5<sup>th</sup> September 1951 - 142From last report to 12<sup>th</sup> September 1951 - 149.

COMMITTEE'S DECISION—

On the Board - 5<sup>th</sup> September 1951Posted Missing - 12<sup>th</sup> September 1951

REMARKS—

Fitted Wireless

PEPE LUIS LOPEZ.—Gibraltar, Apr. 25.  
—Spanish whaler Pepe Luis Lopez over-  
due at Algeciras since Apr. 17; no  
further news.—Lloyd's Agents.

L. L. 26. 4. 51.

PEPE LUIS LOPEZ.—Algeciras, Apr. 24.  
—Spanish aircraft and warships have  
not found any trace of the 14 members  
of the crew of the fishing vessel Pepeluis  
Vera (? Pepe Luis Lopez), which it is  
believed has foundered during a gale.—  
"Ouest France." (See issue of Apr. 26.)

L. L. 28. 4. 51

PEPE LUIS LOPEZ.—London, July 4.—  
In reply to inquiry, Lloyd's Agents at  
Gibraltar forward copy of a letter from  
Sub-agents at Algeciras, dated June 26,  
which states that Spanish whaler Pepe  
Luis Lopez, master Ramon Rodriguez  
Imba, which was provided with wireless  
and radio telephone equipment, left  
Algeciras on Apr. 14 for Ceuta to bunker  
fuel oil and to proceed to fishing  
grounds. The last news received of the  
position of the vessel was 40 miles W.  
of Cape Spartel on Apr. 16. (See issue  
of Apr. 28.)

L. L. 5. 7. 51

PEPE LUIS LOPEZ.—London, July 24.  
—In reply to inquiry, Lloyd's Agent at  
Tangier writes under date of July 19:  
Sub-agent at Ceuta states that the  
Spanish whaler Pepe Luis Lopez arrived  
at that port from Algeciras on Apr. 16  
and sailed on the same day. Beyond a  
radio report received shortly after her  
sailing, nothing further has been heard  
of her. (See issue of July 5.)

L. L. 25. 7. 51

PEPE LUIS LOPEZ.—London, July 25.—  
In reply to inquiry, the owners of the  
whaler Pepe Luis Lopez write from  
Algeciras under date of July 11:  
Whaler Pepe Luis Lopez, master R. R.  
Insua, left Algeciras on Apr. 14 to catch  
whales in the Gulf of Cadiz. On Apr. 16  
we ordered the ship to proceed to Cadiz  
the following day to clean bottom. At  
8 p.m. the same day she spoke for the  
last time to our whaler Antonito Vera  
and said she was all well, 70 miles WSW.  
of Larache, with good weather and  
should arrive at Cadiz in the evening  
of the next day. Two lifebuoys, clean  
and undamaged, were found near Cape  
Spartel on Apr. 28 by a Portuguese  
fishing vessel. No further wreckage has  
been found and we have no further news  
of her. (See issue of July 25.)

L. L. 26. 7. 51.



*Twilit Waters* of Brixham. Master *J.B. Taylor*.  
(British motor fishing vessel) (B.M. 102) Official Number-182187.

113 Tons Gross

Date } 1948  
Built }

48 Tons Net

Classification *Not classed*.

*Brixham for fishing grounds between Start  
Point and Bishop Rock*

Application submitted

REMARKS—

5<sup>th</sup> September 1951*Fitted Wireless Telephone*

making Application

*Shipping Editor*

Owner

*Allen and Partridge (Trawlers) Ltd.*

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

*Sailed from Brixham for fishing grounds  
between Start Point and Bishop Rock on  
the 8<sup>th</sup> April 1951 and was last reported  
by wireless from Mount's Bay on the  
11<sup>th</sup> April 1951*

Crew 9 including Master, Officers and — Apprentices

Number of days out

Days

*From sailing to 5<sup>th</sup> September 1951 - 150  
From last report to 5<sup>th</sup> September 1951 - 147.  
From sailing to 12<sup>th</sup> September 1951 - 157  
From last report to 12<sup>th</sup> September 1951 - 154*

COMMITTEE'S DECISION—

*On the Board - 5<sup>th</sup> September 1951**Posted Missing - 12<sup>th</sup> September 1951*

**TWILIT WATERS.**—Land's End Radio, Apr. 19. — Following received by telephone at 2.18 p.m., G.M.T., from Commander-in-Chief, Plymouth: Please broadcast the following, on R/T and W/T: Report received that return to Brixham of 90-ft. motor trawler *Twilit Waters*, B.M. 102, R/T call sign MBL8, working on wavelength 140 metres and last heard of from Mounts Bay by R/T on Apr. 11, is now two days overdue. Vessel's fishing ground extends from Start Point to Bishop Rock. Request that any information be signalled.

L.L. 20.4.51

**TWILIT WATERS.**—London, Apr. 20. — The following message has been received from Torbay Trawlers, Ltd., Brixham: The following message has been received from Plymouth: The trawler *Agnes Allen* has landed a number of pieces of wreckage, including wheelhouse and frame of ship, which has been identified by their foreman shipwright as belonging to trawler *Twilit Waters*. In addition, the trawler *David Allen* has landed a lifebuoy marked "Twilit Waters." Judging by a large number of pieces of wreckage which were seen approximately 18 miles from Dodman Point it is thought that a severe explosion must have occurred. (See issue of Apr. 20.)

L.L. 21.4.51

**TWILIT WATERS.**—Lizard, Apr. 22. — A board washed ashore at Church Cove, the *Lizard*, to-day bearing name *Twilit Waters*. (See issue of Apr. 21.)

L.L. 23.4.51.

**TWILIT WATERS.**—London, Apr. 23. — Mr. Alfred Barnes, Minister of Transport, replying to a private notice question, stated in the House to-day that the trawler *Twilit Waters*, 113 tons gross, left Brixham with a crew of nine on Apr. 8 to fish between Start Point and Bishop Rock. She was last heard of in Mount's Bay, Cornwall, on Apr. 11, when she communicated with her owners by radio. On Apr. 20 widely scattered wreckage, including a lifebuoy, bearing the ship's name, was found at sea in an area south and south-west of the Lizard. He had made arrangements for a preliminary inquiry to be held at once. (See issue of Apr. 23.)

L.L. 24.4.51

**TWILIT WATERS.**—Plymouth, Apr. 26. — Fishing in the vicinity of the Runnelstone Buoy, off Land's End, in his small vessel *Onward*, Mr. W. Worth, of Mousehole, found wreckage believed to be from the Brixham trawler *Twilit Waters*, which was lost with her crew of nine last week. The wreckage consisted of pieces of planks from the deck of a boat, some of it was splintered, as if broken by an explosion. — "The Western Morning News." (See issue of Apr. 24.)

L.L. 28.4.51.



*Zulu, of Glasgow, Master J. Mulholland.*  
(British Steamer) Official Number 167124.  
Carnlough for Paisley

96 Tons Gross

Date

Built

1942

41 Tons Net

Classification Not Classed

Application submitted

6<sup>th</sup> February 1952

Member

making Application

L. B. C. Giddins, Esq.

Owner

J. Hay and Sons, Ltd

Cargo

Limestone

Insurance effected at

Lloyds and English  
Companies.

on Vessel

Messrs. Willis, Faber  
and Dumas Ltd.

on Cargo

Latest Account

Sailed from Carnlough for  
Paisley on the 29<sup>th</sup> December 1951

Crew 4 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 6<sup>th</sup> February 1952 - 39.From sailing to 13<sup>th</sup> February 1952 - 46.

REMARKS—

Not Fitted Wireless

**ZULU.**—London, Jan. 2.—The Glasgow steamer Zulu, three days overdue at Glasgow, is believed missing between Northern Ireland and the Firth of Clyde. The Zulu, which has a crew of four, left Carnlough on Saturday night (Dec. 29) with a cargo of lime for Glasgow, where she was due on Sunday. On Sunday a storm reached hurricane force off the west coast of Scotland. It is possible that the coaster put into some quiet anchorage without communication and coastguards and radio stations have been asked to keep a look-out. All shipping in the area has also been warned to keep a watch for the ship, which is owned by Messrs. John Hay & Sons, of Glasgow.

London, Jan. 3.—In reply to inquiry asking for news of the above vessel, Lloyd's agents at Glasgow telegraphed to-day: Steamer Zulu. Owners advise no further news as yet.

L.L. 4. 1. 52.

**ZULU.**—London, Jan. 4.—Steamer Zulu has cargo of poultry grit and whiting. It is reported that vessel left Carnlough, Co. Antrim, for Glasgow on Saturday last (Dec. 29) and is about four days overdue. All efforts to trace her whereabouts have failed. (See issue of Jan. 4.)

L.L. 5. 1. 52

**ZULU.**—Glasgow, Jan. 5.—Still no news of steamer Zulu. (See issue of Jan. 5.)

L.L. 7. 1. 52

**ZULU.**—London, Jan. 24.—Steamer Zulu: The owners report that they have not received any information relative to the crew but that two lifebelts, not marked in any way to indicate their origin, have come into the possession of the Customs at Ayr and that one stanchion, one rail, part of two window frames and one lining board of a wheelhouse were found at Corsewall Point, near Stranraer, on or about Jan. 3 or 4 and have been inspected by the owners' superintendent, who states that the parts correspond with the standard type of wheelhouse on board their vessels. (See issue of Jan. 7.)

L.L. 25. 1. 52

**ZULU.**—London, Jan. 28.—In reply to inquiry, Lloyd's Agents at Belfast write under date of Jan. 25: No further news has been received here regarding steamer Zulu, which left Carnlough between 10.30 a.m. and 11 a.m. on Dec. 29. (See issue of Jan. 25.)

L.L. 29. 1. 52

COMMITTEE'S DECISION—

On the Board - 6<sup>th</sup> February 1952Posted Missing - 13<sup>th</sup> February 1952



*Speideren*, of Aalesund. Master Nils Hanken, Jr.  
(Norwegian motor vessel)

141 Tons Gross

Date } 1909

Built

57 Tons Net

Classification *Not Classed*.

Farsund for Drammen.

Application submitted

REMARKS—

6<sup>th</sup> February 1952

Fitted Wireless Telephone

making Application

Shipping Editor

Owner

Nils Hanken

Cargo

Limestone

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Farsund for Drammen  
on the 7<sup>th</sup> November 1951 and reported  
by wireless at 7.30 p.m. same day.  
Crew 6 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 6<sup>th</sup> February 1952-91From last report to 13<sup>th</sup> February 1952-98

COMMITTEE'S DECISION—

On the Board - 6<sup>th</sup> February 1952Posted Missing - 13<sup>th</sup> February 1952

**SPEIDEREN.**—Wick Radio, Nov. 14.—Following received from Stonehaven Radio at 4.6 p.m., G.M.T.: Following received from Tjome Radio at 3.58 p.m., G.M.T.: (Unread) Norwegian ship with tame (? name) motor vessel Speideren and six men on board on way (unread) missing. (Unread) ship left Farsund on Nov. 8 and since then nothing heard of her. (Unread) painted with yellow mast and mahogany steering house. Ships on the route Farsund to Drammen are requested to keep a sharp look out and report to Farsund or Tjome Radio.

L.L. 15. 11. 51.

**SPEIDEREN.**—Wick Radio, Nov. 14.—Following received from Stonehaven Radio at 4.42 p.m., G.M.T.: Following received from Farsund Radio at 6.26 p.m., G.M.T.: Small Norwegian motor vessel Speideren, with six men on board, on way from Farsund to Drammen, is missing. The ship left Farsund on Nov. 7 and was last seen off Kristiansand S. the same day at 3 p.m., G.M.T., going eastwards, and had been heard on radio telephony at 6.30 p.m. the same day. The ship is painted black with yellow mast and mahogany steering house. Ships on the route Farsund to Drammen are requested to keep a sharp look-out and report to Farsund or Tjome Radio. (See issue of Nov. 15.)

L.L. 16. 11. 51

**SPEIDEREN.**—Oslo, Nov. 17.—Search was called off to-day for the Norwegian motor vessel Speideren, which has been missing off South Norway since Nov. 7, but hope of finding the vessel with her crew of six has not been abandoned. The fact that no wreckage from the vessel has drifted ashore is considered a hopeful sign.—Reuter. (See issue of Nov. 16.)

L.L. 19. 11. 51

**SPEIDEREN.**—Oslo, Nov. 16.—Nothing has been heard of the motor vessel Speideren, of and from Aalesund for Drammen with limestone, which left Farsund on Nov. 6 and was in wireless communication in the evening of Nov. 7 with the motor vessel Tandik, of Drammen, which also was eastbound. The masters of both vessels were in agreement that on account of the weather they should go into Arendal for the night. The Tandik arrived at Arendal, but nothing has been heard or seen of the Speideren. Two hatch boards, which have been driven ashore at Stavern, bear traces of a substance which may possibly be lime. Vessels have been sent to search off Rakkebaene and the Coastal Artillery Brigade is searching the Stavern coast.—"Norges Handels og Sjøfartstidende." (See issue of Nov. 19.)

L.L. 20. 11. 51.

**SPEIDEREN.**—Sandefjord, Nov. 17.—According to the newspaper "Larvik Morgenavis," sheriff's officer Kaare Gusland states that there is little likelihood that the two hatch boards, which drove ashore at Stavern, came from the motor vessel Speideren. He has been in communication with the Aalesund police to ascertain whether the boards corresponded in size with the hatches of the vessel and it has been shown that they do not. This cannot, however, be stated with certainty because two different shipyards have done work on the vessel. In order to be sure, inquiries are to be made with the other shipyard. Two further hatch boards were found at Stavern yesterday.—"Norges Handels og Sjøfartstidende." (See issue of Nov. 20.)

L.L. 21. 11. 51

**SPEIDEREN.**—Sandefjord, Nov. 19.—According to the newspaper "Larvik Morgenavis," the sheriff's officer at Stavern states that it has now been ascertained with certainty that the hatch boards which drove ashore at Stavern did not come from the motor vessel Speideren. Two further hatch boards have driven ashore at Stavern, making six in all. They are of the same type, which points strongly to shipwreck.—"Norges Handels og Sjøfartstidende." (See issue of Nov. 21.)

L.L. 23. 11. 51.

**SPEIDEREN.**—Kristiansand S., Nov. 22.—According to the newspaper "Christiansands Tidende," an empty, badly damaged lifeboat, marked "Speideren," drove ashore at Saelor, an island about one mile west of Lindesnes, to-day. The vessel must therefore be regarded as lost off the coast there.—"Norges Handels og Sjøfartstidende." (See issue of Nov. 23.)

L.L. 27. 11. 51.

**SPEIDEREN.**—Oslo, Nov. 28.—A representative of the owners of the motor vessel Speideren has arrived at Sorlandet, and, according to the newspaper "Agerposten," has examined hatch boards, which were found and brought to Stavern, Larvik, Langesund and Risør, but none of them belonged to the vessel. He has now gone to Grimstad to examine wreckage driven ashore at Hesnes and to Hovaa where a cabin door has been found.—"Norges Handels og Sjøfartstidende." (See issue of Nov. 27.)

L.L. 4. 12. 51.

**SPEIDEREN.**—London, Jan. 7.—In reply to inquiry, Lloyd's Agents at Trondheim write under date of Jan. 5: Motor vessel Speideren left Farsund at 9 a.m. on Nov. "18" (? 6), together with motor vessel Tandik, which was later in communication by radio telephone with the Speideren at 5 p.m. and from 7.20 p.m. to 7.30 p.m. The vessels agreed to proceed to Arendal owing to freshening weather. The Tandik arrived at Arendal at 11.30 p.m., but the Speideren did not arrive. Nothing further is known of the vessel, but remnants of her lifeboat have been found at Saelot, near Korshavn. (See issue of Dec. 4.)

L.L. 9. 1. 52

**SPEIDEREN.**—London, Jan. 18.—In reply to inquiry, Lloyd's Agents at Trondheim write under date of Jan. 15: Motor vessel Speideren left Farsund on Nov. 7 (not as reported in issue of Jan. 9).

L.L. 19. 1. 52.



*Alkmaar*, of *Ymuiden*. Master - *J. Hoeman*  
(Dutch motor trawler)

326 Tons Gross

Date } 1932

Built

190 Tons Net

Classification *Not classed**Ymuiden for North Sea fishing grounds*

Application submitted

*12<sup>th</sup> March, 1952.*

Member

making Application

*L. G. Jeffery, Esq. (Leslie and Godwin Ltd.)*  
(interested as broker on hull)

Owner

*N. V. Visscherij Maatschappij "Petten"*

Cargo

Insurance effected at

*London and**Amsterdam*

} on Vessel

*No insurance on catch.*

} on Cargo

Latest Account

*Sailed from Ymuiden on the 5<sup>th</sup> January, 1952*  
*and Stavanger on the 14<sup>th</sup> January for*  
*North Sea fishing grounds and was last*  
*reported in lat. 59 15 N., long 3 10 E on*  
*the 15<sup>th</sup> January 1952.*

Crew *14* including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 12<sup>th</sup> March 1952 - 57**From last report to 19<sup>th</sup> March 1952 - 64*

## REMARKS—

*Fitted Wireless Telephone*

ALKMAAR.—North Foreland Radio, Jan. 17.—Following received from Scheveningen Radio at 10 20 a.m., G.M.T.: Dutch trawler Alkmaar, YM 31, equipped with only radio telephone, last known position 9 a.m., G.M.T., Jan. 15, lat. 59 15 N., long. 3 10 E., nothing heard from since that date. Ships are requested to keep sharp lookout and inform Scheveningen Radio of any particulars.

L.L. 18-1-52

ALKMAAR.—Helsingborg, Jan. 19.—Information received from Bergen states that searches from the Norwegian side for the missing Dutch trawler Alkmaar have been discontinued. It is not believed that the vessel has been lost, but that her radio sender has broken down.—"Helsingborgs Dagblad." (See issue of Jan. 18.)

L.L. 23-1-52

ALKMAAR.—Oslo, Jan. 22.—Information received from Stavanger states that there is still no news of the Dutch trawler Alkmaar, which last reported herself from a position west of Utsira on Tuesday last (Jan. 15), the day of the storm. The owners of the vessel now think that all hope for the vessel has gone. She had a crew of about 16 men.—"Norges Handels og Sjøfartstidende." (See issue of Jan. 23.)

L.L. 26-1-52

## BOAT RECOVERED

Copenhagen, Jan. 24.—A small boat, probably a lifeboat from a small vessel, drifted into Jollesto, Lista, on Wednesday of last week (Jan. 16). It is possible that the boat belonged to the Dutch trawler ALKMAAR or the Swedish fishing cutter SKAGERACK, which have been missing since the storm on Tuesday of last week (Jan. 15). The boat was smashed against the mole at Jollesto, but remains were salvaged ashore and the Swedish and Dutch Consuls will be informed of the find.—"Borsen." (See ALKMAAR and SKAGERACK under "Overdue Vessels" in issue of Jan. 26.)

Oslo, Jan. 24.—It is reported from Gothenburg that a relative of Herbert Carlund, skipper of the fishing cutter SKAGERACK, states that the wreck of a lifeboat found at Lista cannot have come from the SKAGERACK. The lifeboat of the SKAGERACK was painted white inside and out and was not equipped with a motor.—"Norges Handels og Sjøfartstidende."

L.L. 29-1-52

ALKMAAR.—London, Feb. 22.—The owners of the motor trawler Alkmaar write from Ymuiden: Motor trawler Alkmaar, YM 31, left Ymuiden for North Sea fishing grounds on Jan. 5. On Jan. 11 the skipper informed us that he was proceeding to Stavanger for repairs to winch. On Jan. 14 the last wireless message from the Alkmaar informed us that repairs had been executed and the ship was sailing again to the fishing grounds. On Jan. 15 the skipper of the motor trawler Elie Cheuvreire reported that after a heavy gale a number of trawlers made mutual contact by radio but the Alkmaar did not answer repeated calls. The skipper of the Elie Cheuvreire gave his position as lat. 59 15 N., long. 3 10 E. (See issue of Jan. 29.)

L.L. 23-2-52.

## COMMITTEE'S DECISION—

*On the Board - 12<sup>th</sup> March 1952**Posted Missing - 19<sup>th</sup> March 1952*



# Skagerack, of Styroo. Master - H. G. Carlund.

(Swedish motor fishing vessel)

73 Tons Gross

Date

Built } 1947

32 Tons Net

Classification Not classed

Styroo for North Sea fishing grounds

Application submitted

12<sup>th</sup> March, 1952.

making Application

Shipping Editor

Owner

H. G. Carlund

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Styroo for North Sea fishing grounds on the 3<sup>rd</sup> January 1952 and was last reported 58½ miles northwest of Røvær Light on the 15<sup>th</sup> January 1952

Crew 6 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 12<sup>th</sup> March 1952 - 57

From last report to 19<sup>th</sup> March 1952 - 64

## REMARKS—

Fitted Wireless Receiver only.

**SKAGERACK.**—Cullercoats Radio, Jan. 21. — Following received from Gothenburg Radio at 8 20 p.m., G.M.T.: Swedish fishing vessel Skagerack, GG 777, is missing. Latest position Jan. 15 west of Bergen. Ships in eastern part of North Sea please keep sharp look-out and report.

L.L. 22-1-52

**SKAGERACK.**—Gothenburg, Jan. 23. — Nothing has been heard of fishing cutter Skagerack, GG 777, of Styroo, which was last reported on Jan. 15, 58½ miles north-west of Nordvar Light. The Skagerack, together with fishing cutter GG 156, Ragnhild, placed out drift anchors during a storm on Tuesday (Jan. 15), but at noon it was agreed that the Ragnhild should proceed towards land and that when the Skagerack came out of the storm the vessels should meet at Egersund. The Ragnhild reached Egersund in the evening, but the Skagerack failed to arrive and has not since been heard of. Searches made off the Norwegian coast have been without result. — "Goteborgs Handels och Sjöfarts-Tidning." (See issue of Jan. 22.)

L.L. 26-1-59

### BOAT RECOVERED

Copenhagen, Jan. 24. — A small boat, probably a lifeboat from a small vessel, drifted into Jollesto, Lista, on Wednesday of last week (Jan. 16). It is possible that the boat belonged to the Dutch trawler ALKMAAR or the Swedish fishing cutter SKAGERACK, which have been missing since the storm on Tuesday of last week (Jan. 15). The boat was smashed against the mole at Jollesto, but remains were salvaged ashore and the Swedish and Dutch Consuls will be informed of the find. — "Borsen." (See ALKMAAR and SKAGERACK under "Overdue Vessels" in issue of Jan. 26.)

Oslo, Jan. 24. — It is reported from Gothenburg that a relative of Herbert Carlund, skipper of the fishing cutter SKAGERACK, states that the wreck of a lifeboat found at Lista cannot have come from the SKAGERACK. The lifeboat of the SKAGERACK was painted white inside and out and was not equipped with a motor. — "Norges Handels og Sjöfartstidende."

L.L. 29-1-52

**SKAGERACK.**—Gothenburg, Jan. 31. — The anchor and anchor wire of the missing fishing vessel Skagerack have been found at the position where the vessel cast anchor. — "Goteborgs Handels och Sjöfarts-Tidning." (See issues of Jan. 26 and 29.)

L.L. 5-2-52

**SKAGERACK.**—London, Feb. 6. — In reply to inquiry, Lloyd's Agents at Gothenburg write under date of Feb. 4: There is no later news of motor fishing vessel Skagerack, which left Styroo on Jan. 3 with a crew of six. The vessel was fitted with a wireless receiver but had no transmitter. Her anchor and cable have been found where she was last sighted by other Swedish fishing vessels but it is not yet possible to state whether the vessel is lost or still afloat and drifting. (See issue of Feb. 5.)

L.L. 6-2-52

**SKAGERACK.**—Gothenburg, Feb. 6. — A communication issued on Monday evening (Feb. 4) by the Norwegian Life-Saving Service stated that searches for the missing fishing vessel Skagerack had been abandoned. — "Goteborgs Handels och Sjöfarts-Tidning." (See issue of Feb. 6.)

L.L. 12-2-52

**SKAGERACK.**—London, Feb. 29. — In reply to inquiry, Lloyd's Agents at Gothenburg write under date of Feb. 27: No further news has been received of motor fishing vessel Skagerack, GG 777, owned by Herbert Carlund, and the vessel is now presumed lost. (See issue of Feb. 12.)

L.L. 1-3-52

**SKAGERACK.**—Gothenburg, Feb. 1. — The position where the fishing vessel Skagerack cast anchor on Jan. 15 was north-west of Røvær, outside Hauge-sund. — "Goteborgs Handels och Sjöfarts-Tidning." (See issue of Mar. 1.)

L.L. 7-3-52

## COMMITTEE'S DECISION—

On the Board - 12<sup>th</sup> March 1952.

Posted Missing - 19<sup>th</sup> March 1952



*Ypapanti*  
(Greek steamer)

of Piraeus. Master - G. Manolesos  
Alexandroupolis for Piraeus

497 Tons Gross

Date } 1944  
Built }

190 Tons Net

Classification *Not classed.*

Application submitted

12<sup>th</sup> March 1952

REMARKS—

*Not Fitted Wireless*

making Application

*Shipping Editor*

Owner

*E. Karavias and G. Manolesos*

YPAPANTI. — Piraeus, Jan. 17. — Steamer Ypapanti, Alexandroupolis for Piraeus with 500 tons of wheat, overdue three days; no news; extensive search being made.

L.L. 18-1-52

YPAPANTI. — Athens, Jan. 18. — The Greek cargo steamer Ypapanti with her crew of 17 is presumed to have been lost between Alexandroupolis and Piraeus. She has been missing for four days and aerial search and inquiries in Turkey and the islands of Imroz and Bozcaada have failed to find trace of her. — Exchange Telegraph Company. (See issue of Jan. 18.)

L.L. 19-1-52.

Cargo

*500 tons wheat*

YPAPANTI. — Piraeus, Jan. 21. — Steamer Ypapanti: No news, feared lost with all 16 hands. (See issue of Jan. 18.)

L.L. 22-1-52

Insurance effected at

—

on Vessel

—

on Cargo

YPAPANTI. — London, Feb. 15. — In reply to inquiry, Lloyd's Agent at Piraeus writes under date of Feb. 12: Surviving part owner of steamer Ypapanti, E. Karavias, reports that the vessel left Alexandroupolis on Jan. 13 and is considered lost with all hands from unknown cause. She was not fitted with wireless. Her master, Georgios Manolesos, was also part owner. A life-buoy and a hatch cover from No. 2 hold have been picked up in the Northern Aegean and identified as having belonged to the Ypapanti. (See issue of Jan. 22.)

L.L. 16-2-52.

TIMBER RECOVERED

Syra, May 2. — A log of elm, about 1.85 metres long and about one metre in diameter, was towed in here by two fishermen some time ago. The log, which is believed to come from the Kavalla-Alexandroupolis area, is thought to be from the cargo of the lost steamer YPAPANTI, which had loaded a number of these logs on deck. — Lloyd's Agents. (See YPAPANTI in issues of Feb. 16 and Mar. 20.)

L.L. 8.5.52.

Latest Account

*Sailed from Alexandroupolis for Piraeus on the 13<sup>th</sup> January 1952.*

Crew 15 including Master, Officers and - Apprentices

Number of days out

Days

*From sailing to 12<sup>th</sup> March 1952 - 59*

*From sailing to 19<sup>th</sup> March 1952 - 66*

COMMITTEE'S DECISION—

*On the Board - 12<sup>th</sup> March 1952*

*Posted Missing - 19<sup>th</sup> March 1952*



# Pennsylvania, of Tacoma. Master- G. P. Plover.

(American Steamer).

7608 Tons Gross

Date

Built

Classification

Vancouver and Seattle for Yokohama.

4551 Tons Net

American Record \* A1 Last Survey {Hull 11-51  
Machinery 8-51}

Application submitted

2<sup>nd</sup> April 1952.

making Application

Shipping Editor

Owner

States Steamship Co.

Cargo

General.

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed Vancouver on the 2<sup>nd</sup> January 1952 and  
Seattle on the 5<sup>th</sup> January for Yokohama and  
reported, in distress, in lat. 51° 9' N., long 141° 13' W.  
at 6 a.m. (Pacific Standard Time) on January 9 and  
abandoning vessel at 4.30 p.m. (Pacific Standard Time) Jan. 9.  
Crew 46 including Master, Officers and — Apprentices

Number of days out

Days

952 From last report to 2<sup>nd</sup> April 1952 - 84.

952 From last report to 9<sup>th</sup> April 1952 - 93

## REMARKS—

Fitted Wireless

**PENNSYLVANIA.**—Vancouver, Jan. 9.—  
The 7608-ton American cargo steamer  
Pennsylvania, with 46 men on board, is  
taking water in her engine-room after  
her hull cracked 14 ft. down the port  
side in a North Pacific storm. Her posi-  
tion is nearly 700 miles off the Washing-  
ton State coast. Radio messages say  
the vessel is not in distress, although  
she has asked ships in the area to come  
to her aid. Pumps are keeping the water  
under control temporarily. The vessel  
is bound from Seattle, Washington, to  
Yokohama with a general cargo. —  
British United Press.

L.L. 10-1-52

**PENNSYLVANIA.**—Seattle, Jan. 9.—  
Steamer Pennsylvania has shell plating  
fractured and is requesting assistance  
600 miles NW. of Cape Flattery, also  
taking water in engine-room and No. 1  
hold. Assistance proceeding. (See issue  
of Jan. 10.)

Seattle, Jan. 9.—  
The owners of steamer Pennsylvania  
report vessel in distress 600 miles north-  
west of Cape Flattery, outward bound,  
fully loaded. Shell plating fractured  
and vessel taking water in way of  
engine-room also No. 1 hold. Two  
vessels standing by, Coast Guard and  
commercial tug proceeding. Owners  
advise will endeavour to return to  
Seattle for repair.—Lloyd's Agents and  
Salvage Association's Surveyors.

Seattle, Jan. 9.—  
American steamer Pennsylvania sent  
out an S O S message from the North  
Pacific at 8 p.m., G.M.T., to-day. The  
Coast Guard said the vessel reported a  
crack in her side, her steering gear  
crippled and water entering the engine-  
room and No. 1 hold. She said high seas  
prevented her crew getting on deck to

attempt to fix the steering gear. Her deck  
cargo was reported breaking away and  
she was down by the head. Motor vessel  
Shooting Star was 70 miles away and  
going to the scene. In Seattle, Coast  
Guard cutters were putting out for the  
scene as well. Steamer Cygnet III also  
reported to-night that she was going to  
the assistance of the Pennsylvania and  
expected to reach her in 24 hours. —  
Reuter.

Seattle, Jan. 9.—  
Radar-equipped vessels are to-day pro-  
ceeding to the area where 45 crew mem-  
bers of the steamer Pennsylvania aban-  
doned ship. Earlier reports had said  
there were 46 on board and it was not  
clear whether the master, Captain George  
P. Plover, or someone else was staying  
on board.—Reuter.

Seattle, Jan. 9.—  
A radio message from the steamer  
Cygnet III picked up in San Francisco  
states that the crew of the steamer  
Pennsylvania, which had a 14 ft. crack  
in her hull, had abandoned ship in four  
lifeboats at 4.30 p.m., local time, to-day.  
The Cygnet III said she hoped to be on  
the scene to-morrow morning and would  
use her radar to search for the life-  
boats. Seattle Coast Guards said their  
last message at 4.28 p.m. said: "We  
are going to abandon ship." The Coast  
Guard station at Point Higgins, Alaska,  
said it had received a later message from  
the vessel saying: "Have steering gear  
fixed, but cannot steer as the rudder is  
too far out of the water. Looks like our  
only hope is for the weather to  
moderate." Air Force B-17 rescue  
planes equipped with lifeboats are to  
leave McCord Air Force base for the  
scene at midnight. They are expected  
to arrive shortly after 3 a.m., local  
time, to-morrow.—Exchange Telegraph  
Company.

Seattle, Jan. 10.—  
A Coast Guard search plane reached the  
last reported position of the abandoned  
steamer Pennsylvania, about 695 miles  
off the Washington coast, to-day, but  
reported no sign of the vessel or the 45  
men who abandoned the vessel in life-  
boats. The plane reported it would  
continue the search in the area. Seven  
ships and a number of other planes are  
proceeding to the scene and one, a  
Japanese vessel, should have reached  
the scene by now.—British United  
Press.

L.L. 11-1-52

**PENNSYLVANIA.**—Seattle, Jan. 10.—  
Steamer Pennsylvania abandoned p.m.  
on Wednesday (Jan. 9); Japanese vessel  
reported standing by; other craft pro-  
ceeding. (See issue of Jan. 11.)

Seattle, Jan. 10.—  
The Canadian weather ship Stonetown  
radioed to-night she had reached the last  
reported position of the steamer  
Pennsylvania but could find no trace of  
the vessel or her 45-man crew.—Reuter.

Seattle, Jan. 11.—  
Ships and a flying boat are renewing  
the search to-day for 45 men who aban-  
doned the steamer Pennsylvania in four  
lifeboats in the North Pacific on  
Wednesday (Jan. 9). They are facing  
a hunt over turbulent seas with 40-mile-  
an-hour winds and snow flurries.  
Reuter.

L.L. 12-1-52

**PENNSYLVANIA.**—Seattle, Jan. 11.—  
Steamer Pennsylvania: No trace of life-  
boats or vessel. Coast Guard units are  
continuing the search. (See issue of  
Jan. 12.)

Seattle, Jan. 11.—  
Steamer Pennsylvania: A report  
received by Seattle District Coast Guard  
Headquarters from the cutter Klamath  
said aircraft sighted debris and the  
Canadian weather ship Stonetown  
located a hatch cover, lumber and plates  
31 miles S. by SE. from the last radioed  
position of the Pennsylvania. No sur-  
vivors from the crew were seen. Aircraft  
sighted 25 boxes, an oil slick and drums  
with yellow ends 24 miles SE. of the  
radioed position of the vessel, the Coast  
Guard said.—Reuter.

Seattle, Jan. 12.—  
Bad weather hampered the search for  
the 46 crew who abandoned the steamer  
Pennsylvania. Coast Guards said, how-  
ever, that they have not given up hope  
and the search will continue indefinitely.  
Two surface craft were the only vessels  
scouring the sea after dark on Saturday  
night (Jan. 12). The Coast Guard said  
three commercial freighters had given  
up the search and were heading for the  
west coast because adverse weather con-  
ditions made it impossible for them to  
continue. The latest weather report  
from cutter Klamath reported fog and  
rain with westerly winds 45 to 50 miles  
per hour and gusts up to 55 miles per  
hour. The Coast Guard said 12 aircraft  
would join the search at daybreak  
to-day.—Exchange Telegraph Company.

L.L. 14-1-52

**PENNSYLVANIA.**—Seattle, Jan. 9.—  
Coast Guard at Seattle reports steamer  
Pennsylvania disabled in lat. 51° 8' N.,  
long. 141° 17' W., hull cracked on port  
side amidships, taking water in engine-  
room and No. 1 hold.—New York Mari-  
time Association. (See later report in  
issue of Jan. 14.)

Seattle, Jan. 13.—  
American Coast Guards said to-day that  
hope was fading for the crew of the  
abandoned steamer Pennsylvania, while  
75 mile an hour gales virtually halted  
the search. The Pennsylvania has not  
been heard of since Jan. 9, when  
the master radioed that he was aban-  
doning ship. He reported earlier his  
vessel was breaking up in heavy seas.  
The 45 men are believed to be in four  
lifeboats. Eleven United States and one  
Canadian aircraft are standing by, wait-  
ing for a break in the weather. The  
aerial search has been going on con-  
tinually since Jan. 9, but was halted  
yesterday by dense fog.—Reuter.

L.L. 15-1-52

**PENNSYLVANIA.**—Seattle, Jan. 14.—  
Steamer Pennsylvania: Presently  
appears little hope of finding boats or  
vessel but search continuing. (See issue  
of Jan. 15.)

L.L. 16-1-52

**PENNSYLVANIA.**—Seattle, Jan. 15.—  
—The Coast Guard reported to-day that  
two overturned lifeboats from the  
steamer Pennsylvania had been sighted  
in the North Pacific by searching air-  
craft. The capsized boats were about  
125 miles "S. by SE." of the position  
given by the Pennsylvania on Jan. 9  
in her last message.—Reuter. (See issue  
of Jan. 16.)

Seattle, Jan. 16.—  
A lifeboat, overturned and tossing amid  
debris believed to be from the hold of  
the steamer Pennsylvania, indicated the  
probable fate of the crew. There were  
no survivors on board. An earlier re-  
port that two lifeboats had been sighted  
was erroneous. Three lifeboats remain  
to be accounted for.—Reuter.

L.L. 17-1-52

**PENNSYLVANIA.**—Seattle, Jan. 17.—  
Coast Guard officials have called off the  
North Pacific air search for the missing  
steamer Pennsylvania and her 45 crew.  
The cutter Yacona will continue the  
search on a limited basis. Yesterday  
two overturned lifeboats were sighted  
tossing amid debris 125 miles from the  
position reported by the Pennsylvania  
in her last radio message eight days ago.  
—Reuter. (See issue of Jan. 17.)

L.L. 18-1-52

**PENNSYLVANIA.**—Seattle, Jan. 12.—  
Steamer Pennsylvania: Floating debris,  
which included a hatch cover, lumber  
and plates, boxes, drums and an oil  
slick, sighted by both aircraft and sur-  
face vessels was found 24 to 34 miles  
south-east of the last known position of  
vessel.—New York Maritime Association.  
(See issue of Jan. 18.)

L.L. 19-1-52

**PENNSYLVANIA.**—Seattle, Jan. 18.—  
Steamer Pennsylvania: Search has been  
abandoned. (See issue of Jan. 19.)

L.L. 21-1-52

## "PENNSYLVANIA" INQUIRY

### SEATTLE

The United States Coast Guard has  
ended its hearings into the sinking of  
the American steamer Pennsylvania  
which disappeared on Jan. 9 during  
a storm in the North Pacific. "Heavy  
storms in the North Pacific no doubt  
sealed the fate of the freighter and  
her crew of 46," said Captain A. L.  
Dickert, who served as head of the  
inquiry board. However, 15 wit-  
nesses and 37 exhibits at a hearing  
lasting five days do not seem to have  
pinned down details of what happened  
to the Pennsylvania before she went  
down, Captain Dickert added.—  
British United Press.

L.L. 25-1-52

**PENNSYLVANIA.**—London, Feb. 20.—  
In reply to inquiry, Lloyd's Agents at  
Seattle write under date of Feb. 25:  
No further action is being taken by the  
Coast Guard in respect of steamer  
Pennsylvania and the vessel is pre-  
sumed lost. (See issue of Jan. 21.)

L.L. 1-2-52



*Rosso**(Swedish steamer)*

1253 Tons Gross

681 Tons Net

Date } 1919  
Built }Classification *Bureau Veritas - Division I. Last survey - 6-51*of *Hermosand. Master J. H. V. Nylén.**Methil for Oaxen.*

Application submitted

*2<sup>nd</sup>. April 1952.*

making Application

*Shipping Editor*

Owner

*Rederi A/B. Nord Sverige.*

Cargo

*15 1/2 tons 18 cwt. coal.*

Insurance effected at

—

} *on Vessel*

—

} *on Cargo*

Latest Account

*Sailed from Methil for Oaxen on the 6<sup>th</sup> March 1952 and was reported, in distress, 25 miles south-east of May Island on the 7<sup>th</sup> March.*

Crew 22 including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 2<sup>nd</sup> April 1952 - 26.**From last report to 9<sup>th</sup> April 1952 - 33*

REMARKS—

*Fitted Wireless Telephone.***ROSSO.**—Stonehaven Radio, Mar. 7.—Following received from British trawler Kingston Jade:

At 7 22 p.m., G.M.T.: Following received by myself and trawler Benvolio at 4 52 p.m., G.M.T.: Mayday, Swedish steamer Rosso, ex Roskar, (Methil for Oaxen), 30 miles south side of May Island, leaking.

At 7 50 p.m., G.M.T.: From trawler Benvolio: TFOB (motor vessel Hvassafell) reports position of Roskar (Rosso) was 25 miles south-east of May Island.

Eyemouth, Mar. 7.—Eyemouth lifeboat launched on service at 8 34 p.m. proceeding to Swedish steamer Rosso in distress 64 miles northeast by east of Eyemouth.

Stonehaven Radio, Mar. 7.—Following received from British motor vessel Atlantic Coast at 10 23 p.m., G.M.T.: Will pass through position of distress in an hour's time. We are bound to Belfast from Tyne.

London, Mar. 7.—Montrose lifeboat was launched to-night to go to the assistance of the steamer Rosso. Three hours after the lifeboat put out no message had been heard from her, and an official said that probably the boat's wireless had broken down. Coast Guards on the east Scottish coast said that conditions at sea were extremely bad. There was a very heavy swell and visibility was less than half a mile.

Stonehaven Radio, Mar. 8.—Following received from British motor vessel Atlantic Coast at 2 36 p.m., G.M.T.: Am proceeding on voyage. Have seen nothing of casualty or lifeboats. Am five miles north of May Island.

Gourdon, Mar. 8.—Gourdon lifeboat was launched at 10 a.m. to-day proceeding to area six miles east of Gourdon to 15 miles south searching for possible boats and wreckage of Swedish steamer (Rosso).

London, Mar. 8.—Naval vessels and aircraft have joined in the search for the Swedish steamer Rosso which sent out an SOS off the Firth of Forth at 5 p.m. yesterday. Since then nothing has been seen or heard of the vessel and the search has spread as far south as the Farne Islands. The Rosso reported that she was taking water in heavy seas. The Tynemouth lifeboat, which has been searching all night, came into port this morning to refuel and to allow the crew to change into dry clothing, then sailed again immediately.—Exchange Telegraph Company.

Montrose, Mar. 8.—Montrose lifeboat returned at 2 30 p.m., nothing found or seen.

Eyemouth, Mar. 8.—Eyemouth lifeboat has abandoned search for steamer Rosso, negative result, and returned to harbour.

Gourdon, Mar. 8.—Gourdon lifeboat arrived at Stonehaven harbour at 4 p.m., nothing seen.

London, Mar. 8.—Steamer Rosso: The Broughty Ferry lifeboat reached her search area after a seven-hour trip through heavy seas. Minesweepers Romola and Mariner also took part and aircraft flew over the area to-day. The Rosso left Methil on Thursday (Mar. 6) for Sweden.

L.L. 10-3-52

## DERELICTS AND WRECKAGE

Stonehaven Radio, Mar. 13.—Following received from British motor vessel Hadrian Coast at 12 40 p.m., G.M.T.: Passed partly submerged wreckage, painted white, size about 8 ft. by 6 ft., at 11 a.m., G.M.T., in position lat. 56 47 36 N., long. 1 56 W., bearing 120 deg. 10.6 miles from Tod Head.

L.L. 14-3-52

## WRECKAGE RECOVERED

Gourdon, Mar. 14.—Gourdon lifeboat returned at 7 p.m. on Mar. 13 having picked up gangway plank and section of hatch cover 11 miles ESE. of Gourdon; no definite marks, plenty of driftwood.

L.L. 15-3-52

**ROSSO.**—London, Mar. 17.—In reply to inquiry with reference to steamer Rosso, the owners of the vessel cabled from Hermosand to-day: Still no news. (See "Wreckage Recovered" under "Weather and Navigation" also issue of Mar. 10.)

L.L. 18-3-52

## WRECKAGE RECOVERED

Stonehaven, Mar. 17.—A Frigidaire marked "Model No. 1256698, motor number ASEA lb. 7/0.29 kw. 100 volts 3.48.1000 R/N marka kronsnor njok-centralen runn marksmor," size 8 ft. by 8 ft. by 4 ft., was picked up 1/2 mile east of Downie Point, Stonehaven, yesterday.

Aberdeen, Mar. 17.—Coastguards have reported that a refrigerator, containing beef and butter, has washed ashore near Stonehaven. It has various Swedish marks, including a brass plate on which is marked "Stockholm." We are asking the owners of steamer ROSSO (which see) to investigate if same belongs to their steamer.—Lloyd's Agents.

Gourdon, Mar. 17.—A broken lifebuoy, marked "JORUNDUR, FA 335," was found here yesterday.

L.L. 18-3-52

## WRECKAGE RECOVERED

Aberdeen, Mar. 24.—The owners of the steamer ROSSO confirm that the refrigerator which was washed ashore near Stonehaven on Mar. 16 belonged to the ROSSO.—Lloyd's Agents. (See issue of Mar. 18.)

L.L. 25-3-52

**ROSSO.**—London, Mar. 27.—In reply to inquiry, the owners of steamer Rosso write from Hermosand, under date of Mar. 24: We confirm that the refrigerator washed ashore near Stonehaven belonged to the vessel. The Rosso, master J. H. V. Nylén, with a total crew of 22 men, had loaded a cargo of 1548 tons 18 cwt. of coal at Methil. (See issue of Mar. 25.)

L.L. 24-3-52

## DECISION—

*- 2<sup>nd</sup> April 1952.**9-9<sup>th</sup> April 1952.*



Edna

(Finnish steamer)

of Mariehamn Master - E. F. Carlstedt

829 Tons Gross

Date } 1905

Built }

432 Tons Net

Classification + 100 A1 Lloyd's Register. Last survey - 10-51

Application submitted

REMARKS—

30<sup>th</sup> April 1952.

Fitted Wireless Telephone

making Application

Shipping Editor

Owner

Aktiebolaget Hera.

Cargo

Paper pulp.

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Oplo on the 4<sup>th</sup> March 1952  
and Kristiansund N. on the 5<sup>th</sup> March  
for Preston and reported, in distress, in  
lat. 61 30 N., long. 1 50 E., on the 7<sup>th</sup>  
March.

Crew 18 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 30<sup>th</sup> April 1952 - 54From last report to 7<sup>th</sup> May 1952 - 61

COMMITTEE'S DECISION—

On the Board - 30<sup>th</sup> April 1952.Posted Missing - 7<sup>th</sup> May 1952.

EDNA. — Stonehaven Radio, Mar. 7. — Following received from Wick Radio at 6 8 p.m., G.M.T.: Following received from Aalesund Radio: SOS, following received from steamer Edna, OFHL, (Trondheim for Preston), at 4 40 p.m., G.M.T.: Mayday, position "lat 61 30 N., long. 1 50 E." ship sinking, need immediate assistance.

Stonehaven Radio, Mar. 7. — Following received from Finnish ship, name unknown, at 4 53 p.m., G.M.T., addressed Mayday: Position 24 miles outside May Island, leaking.

Following from British steamer Uskport, MQJV, at 5 11 p.m., G.M.T.: Here 40 miles from Finnish ship. Have you received anyone nearer?

Following received from Stavanger Radio:

At 5 20 p.m., G.M.T.: The name of the Finnish steamer is Edna, position "lat. 61 30 N., long. 1 50 E." he says leaking and may have to go in the lifeboats. This from Haugesund Radio.

At 5 43 p.m., G.M.T.: Haugesund Radio reported at 4 45 p.m., G.M.T.: Finnish steamer Edna says 3 ft. of water in engine-room and did not know where the water coming in. Edna in communication with Aalesund Radio.

Montrose, Mar. 7. — Montrose lifeboat launched at 6 p.m. to search for vessel in distress off May Island.

L. L. 8-3-52

EDNA. — Thorshavn, Mar. 7. — Thorshavn Radio picked up signals at 4 40 p.m. to-day from Finnish steamer Edna, OFHL, position lat. 61 30 N., long. 1 50 E., that steamer was sinking. A further signal was picked up 10 minutes later stating the crew had taken to boats and that Aalesund Radio had had communication with steamer. (Note.—The reports published in issue of Mar. 8 that Edna was in distress 24 miles outside May Island probably refer to steamer ROSSO, which see.)

Wick Radio, Mar. 7. — Following received from Aalesund Radio:

At 5 52 p.m., G.M.T.: Following received from Finnish steamer Edna, ONHL, at 4 40 p.m., G.M.T.: Position lat. 61 30 N., long. 1 50 E., ship sinking, need immediate assistance.

At 7 54 p.m., G.M.T.: SOS, steamer Edna, OFHL, position lat. 61 30 N., long. 1 50 E., QUM (the distress traffic is ended) with caution. Crew have possibly left in lifeboats. Ships in vicinity are requested to keep sharp look-out.

London, Mar. 8. — Information received from Shetland Islands, reported by Mr. Jolly, shipbroker, Kirkwall, states that the last known position of steamer Edna was 47 miles NE. of Flugga, foundering fast and crew taken to lifeboats. Vessel believed sunk but not confirmed. Aalesund Radio broadcasting regularly to all ships to look-out for survivors.

Oslo, Mar. 8. — Seas were so high last night that the Norwegian naval vessel Glomma, sent out to search for the steamer Edna, had to return to sheltered waters. The British trawler Benvolio and the Swedish motor vessel Laidare, which were near the position given by the Edna in her last message, have seen no sign of wreckage or lifeboats. The Norwegian salvage vessel Uller is also standing by. — Reuter.

Trondheim, Mar. 8. — Aalesund Radio reports Finnish steamer Edna assumed foundered on Mar. 7 in position lat. 61 30 N., long. 1 50 E., fate of crew unknown.

L. L. 10-3-52

EDNA. — Oslo, Mar. 9. — A Norwegian sea plane to-day searched the North Sea for 10 hours in vain for the Finnish steamer Edna. It saw no sign of wreckage or lifeboats. The ship, laden with paper pulp, is feared to have been lost with all 18 crew. — Reuter. (See issue of Mar. 10.)

L. L. 11-3-52

EDNA. — Bergen, Mar. 11. — Minesweeper Glomma and two motor torpedo boats have received orders to leave Aalesund on Wednesday morning (Mar. 12) to patrol the area where there is still a possibility of finding lifeboats from steamer Edna. No aircraft have been out this afternoon nor will any go out to-morrow. — "Norges Handels og Sjøfartstidende." (See issue of Mar. 11.)

Bergen, Mar. 13. — Minesweeper Glomma and the two motor torpedo boats which left Aalesund yesterday morning to visit the waters 90 miles NW. of Aalesund to search for steamer Edna and lifeboats with the crew, have proceeded northward, their search having proved unsuccessful. — "Norges Handels og Sjøfartstidende."

L. L. 18-3-52

EDNA. — London, Apr. 9. — In reply to inquiry, the owners of the steamer Edna write from Mariehamn under date of Mar. 27: There has been no news from the Edna or her crew after the last message received by Aalesund Radio in the afternoon of Mar. 7 when she was reported sinking. The vessel was loaded with a cargo of pulp from Oplo, Namsos district, and left that port at 5 p.m. on Mar. 4. (See issue of Mar. 18.)

L. L. 10-4-52



*Galatasaray, of Istanbul. Master - H. Aya*  
(Turkish steamer)

724 Tons Gross

Date } 1890.

405 Tons Net

Built }

Classification *Not classed*

*Zonguldak for Istanbul.*

Application submitted

*30<sup>th</sup> April 1952*

making Application

*Shipping Editor*

Owner

*Aslan Sadikoglu*

Cargo

*coal*

Insurance effected at

—

} on Vessel

—

} on Cargo

Latest Account

*Sailed from Zonguldak for Istanbul on the 14<sup>th</sup> March 1952 and was reported about 12 miles from Kavak on the 15<sup>th</sup> March.*

Crew 16 including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 30<sup>th</sup> April 1952 - 46*

*From last report to 7<sup>th</sup> May 1952 - 53*

REMARKS—

*Not Fitted Wireless.*

**GALATASARAY.** — Istanbul, Mar. 20. — Steamer Galatasaray, on voyage Zonguldak for Istanbul with a full cargo of coal, is now six days overdue, feared total loss. Search continues.

L.L. 21-3-52

**GALATASARAY.** — London, Mar. 22. — In reply to inquiry, Lloyd's Agents at Istanbul cabled to-day: Steamer Galatasaray: Despite extensive searching still no traces of vessel or crew; presumed sunk. (See issue of Mar. 21.)

L.L. 24-3-52

**GALATASARAY.** — Istanbul, Mar. 22. — Steamer Galatasaray, with a cargo of Turkish coal for Istanbul, left Zonguldak on or about Mar. 15 and has not since been heard of. The general belief is that she has probably struck a mine, or alternatively that she did not succeed, being a very old vessel, in weathering the severe northerly gale in the Black Sea a few days ago. She had a crew of 16 on board. The owner states that the vessel had recently been repaired at a cost of about £15,000 and that she was consequently perfectly seaworthy. No information whatever has been received about the vessel other than a report that some wreckage was found which might be part of the bridge of the Galatasaray. If so, she must have sunk somewhere in the vicinity of Kefken Island. The local authorities dispatched an aeroplane to search the whole seaboard between Zonguldak and Istanbul but without success. A later advice from the shipowner states that three of the vessel's lifebuoys have been found in the vicinity of Kefken Island. (See issue of Mar. 24.)

L.L. 26-3-52

**GALATASARAY.** — Istanbul, Mar. 26. — Three bodies have now been found in the vicinity of Kefken Island, one of which has been identified as a member of the crew of steamer Galatasaray. The vessel is now presumed to have sunk in the vicinity of Kefken Island in the night of Mar. 14-15, either through striking a mine or through foundering in a northerly gale. (See issue of Mar. 26.)

L.L. 1-4-52

**GALATASARAY.** — London, Apr. 17. — In reply to inquiry, Lloyd's Agents at Istanbul write under date of Apr. 14: Steamer Galatasaray left Zonguldak at 11 30 a.m. on Mar. 14. Her master was Kazim Aya and she had a crew of 16. She was not fitted with wireless. It now appears that this vessel did not sink in the vicinity of Kefken Island as two Turkish vessels, the steamers Kardesler and the Yilmaz, reported having sighted her on Mar. 15, about 12 miles from Kavak, at the entrance to the Bosphorus. It would thus appear that she was lost only a short distance from there. The owners state that a piece of wood with the name-plate of the builders of the vessel has been found and confirm that no further news has been received. (See issue of Apr. 1.)

L.L. 18-4-52

COMMITTEE'S DECISION—

*On the Board - 30<sup>th</sup> April 1952.*

*Posted Missing - 7<sup>th</sup> May 1952*



B. F.

(Canadian motor vessel)

592 Tons Gross

324 Tons Net

Date } 1915.

Built }

Classification *Not classed*

of Sorel.

Master C. N. Bernier

Official Number 138458

Ste. Anne des Montes for Three Rivers.

Application submitted

13<sup>th</sup> August 1952.

Member making Application

L. S. Dickins, Esq. (Belie & Godwin Ltd.)  
(interested as brokers on hull)

Owner

Bernier Freres Enrg.

Cargo

Pulpwood

Insurance effected at

Lloyds and Companies } on Vessel  
in London

} on Cargo

Latest Account

Sailed from Ste. Anne des Montes  
for Three Rivers on the 13<sup>th</sup> May  
1952

Crew 10 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 13<sup>th</sup> August 1952 - 92From sailing to 20<sup>th</sup> August, 1952 - 99

REMARKS—

Fitted Wireless

B.F.—London, May 27.—The following message, dated Chicago, May 26, has been received to-day: Motor vessel B.F., ex Roseleaf, left Ste. Anne des Montes, Quebec, with a cargo of pulpwood on May 13 bound for Three Rivers and is now long overdue at that port. One of her lifebelts is reported to have been found near Cape Chat. Crew is reported to have consisted of ten members, including owners, three Bernier brothers.

Montreal, May 26.—Motor vessel B.F.: Marine Industries, Ltd., report that vessel left Ste. Anne des Montes, loaded pulpwood for Three Rivers, on May 13, now unreported, 10 men on board. Marked lifebuoy picked up.—Salvage Association's Surveyor.

L.L. 28-5-1952

B.F.—Rimouski, May 28.—Motor vessel B.F. was to-day given up as lost. Life-saving equipment washed ashore and floating pulpwood are the only clues to the disappearance of the vessel.—Reuter. (See issue of May 28.)

—Rimouski, May 28.—The bodies of two members of the crew of the missing motor vessel B.F., which is reported to have foundered on the south shore of the lower St. Lawrence River, were found near here to-day. — Exchange Telegraph Company.

L.L. 30-5-1952

B.F. — Chicago, June 2. — Motor pulpwood carrier B.F., 600 tons, and crew apparently lost. (See issue of May 30.)

Montreal, June 2. — Motor vessel B.F., ex Roseleaf: Vessel and crew still unreported. — Salvage Association's Surveyor.

L.L. 4-6-1952

B.F.—Rimouski, May 28. — The bodies of two crew members of motor vessel B.F. were washed ashore to-day at Baie des Sables, 40 miles downstream from here. — New York Maritime Association. (See issues of May 30 and June 4.)

Quebec, May 29.—Motor vessel B.F., with 11 men on board, operated independently under her master and part owner, Charles Noel Bernier, of Matane, was first reported missing on May 19, seven days after she had set out in rough weather from Marsoui, on the Gaspé coast, bound for Three Rivers with a cargo of pulpwood. More than 300 cords of pulpwood, identified as coming from the vessel's cargo, have been washed ashore. A Transport Department official indicated that hope of finding the B.F. had been abandoned and said there would be no organised search for the vessel.—New York Maritime Association.

L.L. 6-6-1952

B.F.—Rimouski, May 28.—Reports that the bodies of two crew members of the missing motor vessel B.F. had been found were denied to-night by the mayor of Baie des Sables. The mayor said that personal investigation of the reports showed that no bodies had been found. During the week-end (May 24-25) parts of the vessel's cargo of pulpwood and a lifebelt were washed ashore between Metis and Matane. The vessel carried a crew of 10 including the master, Charles Noel Bernier.—"The Halifax Chronicle-Herald." (See issue of June 6.)

L.L. 23-6-1952

B.F. — London, Aug. 8. — In reply to inquiry, Lloyd's Agents at Montreal write under date of Aug. 4: The Department of Transport, Ottawa, report that a preliminary inquiry shows that motor vessel B.F. loaded a cargo of pulpwood at Marsoui and Ste. Anne des Montes, Gaspé County, and sailed at about 6 p.m. on May 13 for an up-river destination. Weather reports indicate that strong winds and rough seas prevailed after the vessel left Ste. Anne des Montes. At about 10 45 p.m. on May 13, the lights of a vessel presumed to be the B.F. were seen by the auxiliary motor vessel Comte Matane, off Les Mechains. No trace of the vessel has since been found, but wreckage washed ashore has been identified as belonging to the B.F. (See issue of June 23.)

L.L. 9-8-1952

COMMITTEE'S DECISION—

On the Board - 13<sup>th</sup> August 1952.Posted Missing 20<sup>th</sup> August 1952



*Awahou* of Suva, Master - R. Darroch.  
 (British motor vessel).  
 437 Tons Gross Date } 1912  
 197 Tons Net Built }  
 Classification Bureau Veritas Division I. Last Survey June 1951.

Official Number 121389.  
 Sydney for Lord Howe Island

Application submitted

26<sup>th</sup> November 1952

making Application

Shipping Editor

Owner

Carr Shipping and Trading  
 Co., Pty., Ltd.

Cargo

General (prefabricated houses, wire, machinery  
 and glassware)

Insurance effected at

—

on Vessel

—

on Cargo

Latest Account

Sailed from Sydney for Lord Howe Island on the  
 8<sup>th</sup> September 1952 and is believed to have reported  
 by wireless, in distress, 60 miles west of Sugarloaf Island,  
 off Lord Howe Island, on the 10<sup>th</sup> September 1952.

Crew 16 including Master, Officers and - Apprentices

Number of days out

Days

From last report to 26<sup>th</sup> November 1952 - 77

From last report to 3<sup>rd</sup> December 1952 - 84

REMARKS—

Fitted Wireless Telephone

AWAHOU.—Sydney, Sept. 13.—Motor  
 vessel Awahou, owner Tony Carr, from  
 Sydney, due at Lord Howe Island on  
 Sept. 11, is reported overdue.

L.L. 15-9-52

AWAHOU.—Sydney, Sept. 18.—Motor  
 vessel Awahou: Naval and air search  
 abandoned. (See issue of Sept. 17.)

L.L. 19-9-52

AWAHOU.—Melbourne, Sept. 15.—Aus-  
 tralian Air Force Lincoln aircraft are  
 to-day searching thousands of square  
 miles of the Pacific for motor vessel  
 Awahou, four days overdue on a voyage  
 from Sydney to Lord Howe Island.  
 Shipping in the area has been warned  
 to watch out for the Awahou, which  
 sailed from Sydney on Sept. 8 with a  
 crew of six white officers and 10 native  
 seamen. The master of the Awahou is  
 74 years old Captain Robert Darroch,  
 who came out of retirement to take  
 command because the regular master  
 was on holiday.—Reuter. (See issue of  
 Sept. 16.)

Sydney, Sept. 15.—Aus-  
 tralian cruiser Australia, which left  
 here to-day, is to join in the search for  
 motor vessel Awahou. The Navy  
 Department has detailed her to alter  
 course while on a training cruise to New  
 Zealand. Royal Australian Air Force  
 bombers will again carry out a search  
 to-morrow.—Exchange Telegraph Com-  
 pany.

L.L. 16-9-52.

AWAHOU.—Sydney, Sept. 20.—Motor  
 vessel Awahou: Last message believed  
 from vessel reported position 60 miles  
 west of Lord Howe Island in  
 night of Sept. 10. Search organised by  
 Department of Navigation of Royal  
 Australian Air Force. Air search  
 covered 33,000 square miles in vicinity  
 of reported position. Royal Australian  
 Navy cruiser Australia searched area  
 visually and with radar. Steamer  
 Wairuna diverted to search area and all  
 civil aircraft and vessels in area alerted.  
 R.A.A.F. and R.A.N. search abandoned  
 on Sept. 18. In view of foregoing no  
 active steps taken by owners and we  
 are of opinion further search efforts  
 unwarranted.—Lloyd's Agents per Sal-  
 vage Association. (See issue of  
 Sept. 19.)

L.L. 23-9-52

AWAHOU.—Sydney, Sept. 16.—Motor  
 vessel Awahou: Sea and air search con-  
 tinuing but no trace yet found. (See  
 issue of Sept. 16.)

Sydney, Sept. 16.—Aus-  
 tralian cruiser Australia is still search-  
 ing for motor vessel Awahou. Sydney  
 shipping authorities fear that she has  
 foundered in the Tasman Sea, and the  
 Royal Australian Air Force has  
 abandoned the search after covering  
 more than 30,000 square miles. The  
 decision to abandon the Royal Aus-  
 tralian Air Force search was made in  
 talks between the Royal Australian Air  
 Force Operations Staff and the Deputy  
 Director of Navigation.—British United  
 Press.

L.L. 17-9-52.

AWAHOU.—London, Oct. 21.—In reply  
 to inquiry, the owners of motor vessel  
 Awahou write from Sydney under date  
 of Oct. 16: The Awahou left Sydney at  
 about 6 p.m. on Sept. 8 for Lord Howe  
 Island. A distorted message picked up  
 by Adelaide Radio in the evening of  
 Sept. 10 which mentioned "Mayday"  
 and a position 60 miles W. of Sugarloaf,  
 off Lord Howe Island, was presumed to  
 have come from the Awahou. The  
 Awahou was carrying a general cargo  
 consisting mainly of prefabricated  
 houses, wire, machinery and glassware,  
 but nothing of an explosive or inflamm-  
 able nature. (See issue of Sept. 23.)

L.L. 22-10-52.

COMMITTEE'S DECISION—

On the Board - 26<sup>th</sup> November 1952

Posted Missing - 3<sup>rd</sup> December 1952.



*Patriota*, of Genoa.  
(Italian motor vessel)

Master - P. Renato.

358 Tons Gross

Date } 1918  
Built }

Savona for Porto Torres

187 Tons Net

Classification *Registro Italiano 100 A1-1. Last Survey March 1952.*

Application submitted

REMARKS—

26<sup>th</sup> November 1952.

Fitted Wireless

making Application

Shipping Editor

Owner

Dani & C.

Cargo

in ballast

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Savona for Porto Torres on the 27<sup>th</sup> September 1952 and reported by wireless on the 28<sup>th</sup> September 1952.

Crew 9 including Master, Officers and - Apprentices

Number of days out

Days

From last report to 26<sup>th</sup> November 1952 - 59

From last report to 3<sup>rd</sup> December 1952 - 66

COMMITTEE'S DECISION—

On the Board - 26<sup>th</sup> November 1952

Posted Missing - 3<sup>rd</sup> December 1952

#### DERELICTS AND WRECKAGE

Leghorn, Oct. 1.—Leghorn harbour authorities report that the overturned hull of what seemed to be a small motor vessel was sighted to-night floating about one kilometre off the island of Corsica. The nationality of the vessel, which was sighted by an Italian ship, is still unknown.—Reuter.

L.L. 3-10-52

**PATRIOTA.**—Rome, Oct. 6.—Motor vessel Patriota is regarded as lost. The master of the vessel, Salvatore Luxoro, who is on leave, has identified the body which was found off Pianosa Island as that of his uncle, Paolo Luxoro, who was one of the crew of eight men of the vessel. A buoy belonging to the vessel has also been found at Capo Bianco. — "Ouest France." (See issue of Oct. 4.)

L.L. 10-10-52

**PATRIOTA.**—Genoa, Oct. 3.—Italian motor vessel Patriota, which left Savona on Sept. 27 for Porto Torres, is reported overdue.

Rome, Oct. 2.—Italian motor vessel Patriota, with a crew of nine, has been missing in the Tyrrhenian Sea since Sunday (Sept. 28) the Ministry of Mercantile Marine announced here to-night. The vessel left Savona last Friday (Sept. 26) for Porto Torres. On Sunday she radioed a routine message to Porto Torres and nothing more has been heard from her. The Ministry state that there is no link between the disappearance of the Patriota and the sighting last night of an overturned motor vessel floating in the sea about a mile off Corsica. The Ministry is still without information to-night on the identity of the overturned vessel.—Reuter. (See "Derelicts and Wreckage" under "Weather and Navigation" in issue of Oct. 3.)

Rome, Oct. 3.—It is thought that the overturned derelict vessel seen floating off the Corsican coast yesterday may be the motor vessel Patriota, which is missing with her crew of nine. The derelict has not been re-sighted, in spite of an extensive search, and it is believed to have sunk. The owners of the Patriota are still hopeful, however, that she may turn up.—Exchange Telegraph Co.

L.L. 4-10-52

**PATRIOTA.**—Leghorn, Oct. 4.—A lifebelt from the small Italian motor vessel Patriota washed ashore to-day at the island of Elba strengthened fears that the vessel sank in the Mediterranean a week ago. The Italian motor fishing vessel San Domenico yesterday found the body of a middle-aged man in the sea off Elba and took it ashore. The body was not immediately identified. Italian Naval Authorities at Spezia to-day sent out a destroyer and planes after a French pilot reported that he had sighted a raft 90 nautical miles south of Savona.—Reuter. (See issue of Oct. 4.)

L.L. 6-10-52



*Villerville*, of *Marseilles*, Master *E. L. M. Le Feyer*  
(*French motor vessel*)

123 Tons Gross

Date

1920

54 Tons Net

Built

Classification

*Bureau Veritas + Division II. Last Survey February 1952*

Application submitted

*26<sup>th</sup> November 1952*

making Application

*Shipping Editor*

Owner

*Boersma & Delisle*

Cargo

*General, including butane gas and bricks*

Insurance effected at

—

} on Vessel

—

} on Cargo

Latest Account

*Sailed from Marseilles for Ajaccio  
on the 16<sup>th</sup> August 1952.*Crew *7* including Master, Officers and — Apprentices

Number of days out

Days

*From sailing to 26<sup>th</sup> November 1952 - 102**From sailing to 3<sup>rd</sup> December 1952 - 109*

## REMARKS—

*Not Fitted Wireless*

VILLERVILLE. — Marseilles, Aug. 25. — French motor vessel Villerville, which left Marseilles on Aug. 16 for Ajaccio with butane cargo, is reported overdue.

L.L. 27-8-52.

VILLERVILLE. — Marseilles, Aug. 26. — Bottles of butane gas and an icebox, from the small French coastal motor vessel Villerville, were picked up to-day by French cable steamer Ampere and motor vessel Brescou. The Ampere found a large quantity of butane bottles floating in the sea as well as a small raft and other debris. The Villerville sailed from Marseilles for Corsica on Aug. 16 with a crew of seven. Later the icebox was identified as coming from the galley by the cook of the Villerville, who left the vessel before she sailed. Two aircraft searched for other wreckage, without sighting any. — Reuter. (See issue of Aug. 27.)

Marseilles, Aug. 27. — French motor vessel Villerville: Ship's icebox, lifeboat and cargo of compressed gas bottles found 40 miles east of Cape Corse. Vessel presumed capsized during heavy weather with loss of all hands.

L.L. 28-8-52.

VILLERVILLE. — Toulon, Aug. 25. — The Naval Authorities have abandoned the search for the motor vessel Villerville, which has not been reported since she left Marseilles on Aug. 16 for Corsica. The vessel, which had a crew of seven men, was transporting 105 tons of cargo, which included bricks and butane. — "Quest France." (See issue of Aug. 28.)

L.L. 29-8-52.

VILLERVILLE. — Marseilles, Aug. 28. — L'Inscription Maritime at Marseilles has received a message from Ajaccio stating that a British yacht has picked up a life-jacket marked "Villerville" and observed other wreckage off the coast of Corsica. — "L'Antenne." (See issue of Aug. 29.)

L.L. 1-9-52.

VILLERVILLE. — Nice, Sept. 5. — A piece of the motor vessel Villerville has been discovered by the motor vessel Gallus near Nice. The master of the Gallus said he found the piece of wreckage near Cap Ferrat. — British United Press. (See issue of Sept. 1.)

L.L. 6-9-52.

VILLERVILLE. — San Remo, Sept. 6. — A lifebelt bearing the name of the small French motor vessel Villerville, missing with seven men on board since last month, was picked up to-day off the Italian Riviera. The lifebelt and some pieces of wreckage were picked up by a vessel taking part in a cruising race between Cannes and San Remo. — Reuter. (See issue of Sept. 6.)

L.L. 8-9-52.

VILLERVILLE. — London, Oct. 21. — In reply to inquiry, Lloyd's Agents at Marseilles write under date of Oct. 20: Motor vessel Villerville is considered lost with all hands. The vessel, master of which was Charles Louis Marie le Feyer, was not fitted with wireless or radio telephone. (See issue of Sept. 8.)

L.L. 22-10-52.

## COMMITTEE'S DECISION—

*On the Board — 26<sup>th</sup> November 1952**Posted Missing — 3<sup>rd</sup> December 1952*



*Melanie Schulte*, of Hamburg. Master *H. Rhode*.

(German motor vessel)

6367 Tons Gross

Date } 1952  
Built }

3227 Tons Net

Classification *Germanischer Lloyd* \*100 A. *Classed November 1952.*

Application submitted

18<sup>th</sup> February 1953

Member

making Application

*Mbr. H. K. Padfield*

(Messrs *Bevington Vazey & Foster Ltd.*)

Owner

*Partenreederei M/S "Melanie Schulte"*  
*Managing Owners - Schulte & Bruns*

Cargo

*9306.8 metric tons iron ore*

Insurance effected at

*Bremen*

on Vessel

on Cargo

Latest Account

*Sailed Narvik for Mobile on the 17<sup>th</sup> December 1952 and reported by wireless in lat. 58 22 N. long 9 33 W. on the 21<sup>st</sup> December 1952.*

Crew 35 including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 18<sup>th</sup> February 1953 - 59*

*From last report to 25<sup>th</sup> February 1953 - 66*

REMARKS—

*Fitted Wireless*

THE MOTOR VESSEL "MELANIE SCHULTE"

Callercasts Radio, Dec. 30.—Following received from Norddeich Radio at 8.52 p.m., G.M.T., addressed XXX (urgency signal): No reports have been received from German motor vessel MELANIE SCHULTE, DICR, since Dec. 21. Ship is en route from Narvik to Mobile, via Shetlands, and is equipped with short wave, medium wave and radio telephone. Last position, dated Dec. 21, lat. 58 22 N., long. 9 33 W. All ships having had sight of or communication with DICR after Dec. 21 are requested to report to DAN (Norddeich Radio).

L.L. 1-1-53

THE MOTOR VESSEL "MELANIE SCHULTE"

Emden, Jan. 1.—The owners of the German motor vessel MELANIE SCHULTE, Narvik for Mobile, cargo ore, with 35 men on board, said here to-day they had not heard from the vessel for 11 days. The last message from the vessel on Dec. 21 said she was heading into deteriorating weather 90 miles west of the Hebrides.—Reuter. (See issue of Jan. 1.)

L.L. 3-1-53

THE MOTOR VESSEL "MELANIE SCHULTE"

Hamburg, Jan. 4.—The owners of the motor vessel Melanie Schulte to-day asked the British Navy and the Royal Air Force to help search for the vessel. The request was conveyed through the German Foreign Office. The vessel, which was under orders to contact her owners by radio every second day, last reported on Dec. 21.—Reuter. (See issue of Jan. 3.)

London, Jan. 5.—The Admiralty report that the R.A.F. Coastal Command made a reconnaissance flight on Jan. 3 in the North Atlantic in an endeavour to trace the whereabouts of German motor vessel Melanie Schulte, with a negative result. An oil slick was sighted in lat. 54 58 N., long. 18 32 W.

L.L. 6-1-53

THE MOTOR VESSEL "MELANIE SCHULTE"

Hamburg, Jan. 6.—R.A.F. planes will continue their search over the North Atlantic for the German motor vessel Melanie Schulte, missing since three days before Christmas, when weather conditions improve. Bad weather grounded the search planes to-day.—British United Press.

L.L. 7-1-53.

MELANIE SCHULTE.—Hamburg, Jan. 7.

—Motor vessel Melanie Schulte was due at Mobile on Tuesday (Jan. 6) from Narvik with a cargo of ore. British naval forces and aircraft which made a search for the vessel on Monday and Tuesday found no trace of her.—Hamburger Anzeiger. (See under "Miscellaneous" in issues of Jan. 1, 3, 6 and 7.)

Emden, Jan. 7.—Motor vessel Melanie Schulte must be considered lost, West German shipping experts said here to-day. The Melanie Schulte carried the most modern equipment and was considered highly seaworthy.—Reuter.

L.L. 9-1-53

MELANIE SCHULTE.—London, Feb. 4.

—In reply to inquiry, the owners of motor vessel Melanie Schulte write from Emden under date of Jan. 31: No further news of the Melanie Schulte, master Heinrich Rhode, has been received. (See issue of Jan. 9.)

L.L. 5-2-53

LIFEBELT RECOVERED

Stornoway, Feb. 28.—Receiver of Wreck reports that a ship's lifebelt, marked "MELANIE SCHULTE, Hamburg", was picked up on a beach on the west side of Benbecula Island on Feb. 17.—Lloyd's Agent. (Note.—MELANIE SCHULTE was posted as a Missing Vessel on Feb. 25.)

L.L. 3-3-53

COMMITTEE'S DECISION—

*On the Board — 18<sup>th</sup> February 1953*

*Posted Missing - 25<sup>th</sup> February 1953*



*N. Ebeling*  
(German steam trawler)

487 Tons Gross

183 Tons Net

Date } 1937  
Built }

Classification

*Germanischer Lloyd 100 A. Last classification survey 4-49*

of Bremerhaven. Master F. Hassebrauck

Bremerhaven for fishing grounds off Iceland

Bottom examined 12-52

Application submitted

18<sup>th</sup> February 1953

making Application

Shipping Editor

Owner

*N. Ebeling Hochseefischerei*

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

*Sailed Bremerhaven for fishing grounds off Iceland on the 7<sup>th</sup> December 1952 and reported by wireless, in distress, 30 miles off west coast of Iceland on the 23<sup>rd</sup> December*

Crew 20 including Master, Officers and Apprentices

Number of days out

Days

*From last report to 18<sup>th</sup> February 1953-57*

*From last report to 25<sup>th</sup> February 1953-64*

REMARKS—

*Fitted Wireless Telephone.*

N. EBELING.—Reykjavik, Dec. 23.—German trawler N. Ebeling was reported to be sinking off the west coast of Iceland this morning. Vessels on spot not yet able to find trawler or crew.

Reykjavik, Dec. 23.—Rescue planes have failed to find any trace of German trawler N. Ebeling which sent a distress signal early this morning reporting she had sprung a leak and later reported she was sinking, 30 miles off the western coast of Iceland. Two trawlers in the vicinity went to the reported position but no trace of the vessel or of her crew has yet been found. —British United Press

*L.L. 27-12-52*

N. EBELING.—Bremerhaven, Dec. 26.—Twenty German fishermen are feared lost with trawler N. Ebeling, which has been missing off the west coast of Iceland since Tuesday (Dec. 23). Their relatives here were told to-day that an intensive four day search by ships and aircraft has yielded no trace of the vessel. In a heavy storm last Saturday a giant wave swept the second helmsman overboard. Shipping authorities said to-night they feared the vessel sank three days later with the other 19 men on board. On Tuesday morning trawler Weser, picked up an SOS from the N. Ebeling saying she had shipped 3 ft. of water. Later the N. Ebeling radioed that the water was rising and that the ship's position was perilous. That was the last message from her and the N. Ebeling then disappeared from the radar screen of the Weser. During the search by trawlers and aircraft which followed one trawler sighted fishing equipment floating near where the N. Ebeling was feared to have sunk. —Reuter. (See issue of Dec. 27.)

*L.L. 29-12-52*

N. EBELING.—Bremerhaven, Dec. 27.—The owners of the steam trawler N. Ebeling, which has been missing since Tuesday morning (Dec. 23) off the SW. coast of Iceland, have given up their vessel as lost. One of the crew was washed overboard and lost three days before the vessel sent her SOS and the remaining 19 members are now missing. —"Hamburger Anzeiger." (See issue of Dec. 29.)

*L.L. 30-12-52*

N. EBELING.—Gothenburg, Dec. 27.—A report received from Bremerhaven states that the trawler Weser, of Bremerhaven, picked up distress signals on Tuesday morning (Dec. 23) from the trawler N. Ebeling, of Bremerhaven. The Weser got the trawler on her radar screen, and together with other vessels in the vicinity, proceeded at full speed towards her, but 56 minutes later another radio message was received stating that the position was very critical. Immediately afterwards the picture of the vessel on the screen disappeared. Distress signals from the vessel, which gave her position as southwest of Latrabjarg, were picked up on Tuesday by the wireless operator on another vessel. The N. Ebeling then reported that she was leaking badly. Later another message was received which stated: Metre of water in engine-room, fires extinguished, no electricity. After this the radio went silent. —"Goteborgs Handels och Sjöfarts-Tidning." (See issue of Dec. 30.)

*L.L. 31-12-52*

N. EBELING.—Bremerhaven, Jan. 3.—The Hamburg trawler Hinrich Wesselhoff has recovered the body of Alwin Angerstein, fireman on board the trawler N. Ebeling, which was lost off Iceland on Dec. 23. The body was landed at Patriksskjold yesterday by the Hinrich Wesselhoff. —"Hamburger Anzeiger." (See issue of Dec. 31.)

*L.L. 6-1-53*

N. EBELING.—Reykjavik, Jan. 29.—A lifeboat, marked "Ebeling," believed to be from the German trawler N. Ebeling, feared lost with all hands, was found last night, washed up in Patriks Bay, north-west Iceland. There were two small holes in the lifeboat's hull. All its accessories had been swept away. —Reuter. (See issue of Jan. 6.)

*L.L. 30-1-53*

LIFEBOAT WASHED ASHORE  
Reykjavik, Mar. 12.—A lifeboat, bearing the name "Ebeling," believed to be from the German trawler N. EBELING, which disappeared last December, has been washed ashore near Vestmann Islands. —Reuter. (Note.—N. EBELING was posted at Lloyd's as a "Missing Vessel" on Feb. 25.)

*L.L. 14-3-53*

COMMITTEE'S DECISION—

*On the Board - 18<sup>th</sup> February 1953*

*Posted Missing - 25<sup>th</sup> February 1953*



*Aspo**(Swedish steamer)**of Stockholm. Master E. E. Mansson*

1331 Tons Gross

Date } 1920  
Built }

736 Tons Net

Classification

*Oskarshamn and Kalmar for Hartlepool**Lloyds Register #100 A1. Last Survey 6/52.*

Application submitted

REMARKS—

*4<sup>th</sup> March 1953**Fitted wireless telephone*

making Application

*Shipping Editor*

Owner

*Peder A. B. Rex*

Cargo

*481.581 fathoms pitprops  
(126.5 fathoms on deck)*

Insurance effected at

*on Vessel**on Cargo*

Latest Account

*Sailed Oskarshamn 22<sup>nd</sup> January 1953  
and Kalmar 26<sup>th</sup> January for Hartlepool  
and reported by wireless, in distress, in lat.  
55 57 N, long 4 E on the 1<sup>st</sup> February.**Crew 22 including Master, Officers and — Apprentices*

Number of days out

Days

*From last report to 4<sup>th</sup> March 1953 — 31**From last report to 11<sup>th</sup> March 1953 — 38*

ASPO.—Cullercoats Radio, Feb. 1.—Following received from Gothenburg Radio at 4 33 p.m., G.M.T., addressed S O S: Following received from Swedish steamer Aspo, SDFW, (Kalmar for Hartlepool) at 4 25 p.m., G.M.T.: Position lat. 55 57 N., long. 4 40 E., making water; need assistance immediately.

L.L. 2-2-53

ASPO.—Cullercoats Radio, Feb. 1.—Following received from Swedish steamer Kalix, SLQA, at 7 43 p.m., G.M.T.: We are for assistance for steamer Aspo and now at position but can't see anything. Aspo does not reply to W/T and R/T calls.

Following received from unknown station at 8 32 p.m., G.M.T., addressed S O S: Following received from steamer Kalix: Have sighted steamer Aspo and going alongside.

Following received from Blaavand Radio at 11 24 p.m., G.M.T., addressed S O S: Steamer Aspo: Following received from steamer Kalix: Have been at position one hour but now lost contact of Aspo because of fog and snow. Still searching for Aspo. Ships in vicinity of position of Aspo lat. 55 57 N., long. 4 40 E., please keep look-out for Aspo and report to Blaavand Radio. (See issue of Feb. 2.)

Cullercoats Radio, Feb. 2.—Following received from Blaavand Radio: At 12 23 a.m., G.M.T., addressed S O S: Following received from Gothenburg: Steamer Aspo was loaded with props, so if anybody sees floating props report to Blaavand Radio.

At 8 51 a.m., G.M.T., addressed S O S: Steamer Aspo: Following received from steamer Kalix at 8 12 a.m., G.M.T.: Now return our course. Aspo distress position yesterday at 4 25 p.m., G.M.T., lat. 55 57 N., long. 4 40 E. Tug assistance estimated time of arrival at position about 5 p.m., G.M.T. Ships in vicinity please keep sharp look-out for Aspo.

At 10 23 a.m., G.M.T., addressed S O S: Following received from Gothenburg Radio: Last position of steamer Aspo, lat. 55 57 N., long. 4 E.; please keep sharp look-out.

Following received from Norwegian motor vessel Corvus at 3 13 p.m., G.M.T.: Have just passed last position of Aspo, nothing to be seen. Will search around. When was Aspo last heard of.

Blaavand Radio replied to Corvus at 3 16 p.m.: Latest position at 6 35 p.m. yesterday was lat. 55 57 N., long. 4 E., assumed drifting southward.

Following received from Blaavand Radio at 3 52 p.m., G.M.T., addressed S O S: Referring steamer Aspo, motor vessel Nuolja is proceeding to distress position.

L.L. 3-2-53

ASPO.—Cullercoats Radio, Feb. 3.—Following received from Blaavand Radio at 2 55 a.m., G.M.T., addressed S O S: Steamer Aspo: Nothing since Feb. 1 at 6 35 p.m., G.M.T. (See issue of Feb. 3.)

Cullercoats Radio, Feb. 3.—Following received from Blaavand Radio at 2 21 p.m., G.M.T.: Following received from steamer Kalix, via Gothenburg Radio, at 1 45 p.m., G.M.T.: At 1 30 p.m., G.M.T., in position lat. 55 32 N., long. 2 50 E., observed lots of props and floats, assumed from steamer Aspo. Ships in vicinity please keep sharp look-out for survivors and report.

Copenhagen, Feb. 3.—Hopes for the steamer Aspo and her crew of 22, missing in the North Sea since Sunday night (Feb. 1), are dwindling. Air search has now been called off.—Exchange Telegraph Company.

L.L. 4-2-53

ASPO.—Cullercoats Radio, Feb. 3.—Following received from Blaavand Radio at 6 27 p.m., G.M.T.: Following received at 4 15 p.m., G.M.T., from steamer Kalix: Picked up a lifebuoy marked "Aspo, Stockholm." Still searching. (See issue of Feb. 4.)

L.L. 5-2-53

## TIMBER WASHED ASHORE

Middlesbrough, Feb. 5.—Quantities of pitprops now washing up on beach along north-east coast. Consider might be in connection with Swedish steamer ASPO.—Lloyd's Agents. (See ASPO, under "Marine Casualties," in issues of Feb. 4 and 5.)

L.L. 6-2-53

ASPO.—Gothenburg, Feb. 4.—Masses of floating props, cargo hatches and other wreckage, including a lifebuoy marked "Aspo," have been found in lat. 55 32 N., long. 2 50 E.—Goteborgs Handels och Sjöfarts-Tidning. (See issues of Feb. 3 and 4.)

L.L. 10-2-53

ASPO.—London, Feb. 10.—In reply to inquiry, Lloyd's Agents at Middlesbrough write under date of Feb. 7: So far, there is no proof that the pitprops washing up on this coast are from Swedish steamer Aspo. (See issues of Feb. 6 and 10.)

Esbjerg, Feb. 4.—A lifeboat from steamer Aspo, of Stockholm, was found adrift off Esbjerg this evening.—Norges Handels og Sjøfartstidende.

L.L. 11-2-53

ASPO.—Copenhagen, Mar. 22.—While fishing in the North Sea, cutter Bradsted, of Esbjerg, has found the wreck of the Swedish steamer Aspo. The vessel's fishing net caught in the wreck. She also found a roll of the lost steamer's paper, "Borsen." (Note.—Aspo was posted at Lloyd's as a "Missing Vessel" on Mar. 11.)

L.L. 24-3-53

ASPO.—Copenhagen, Mar. 21.—The wreck of the Swedish steamer Aspo was found on Saturday (Mar. 21), several miles west of the coast of Jutland, by the Danish fishing vessel Bradsted. The vessel's papers were among objects fished up from the water-filled hull. A report will be sent to the owner.—Helsingborgs Dagblad. (See issue of Mar. 24.)

L.L. 25-3-53

ASPO.—London, Mar. 30.—In reply to inquiry, Lloyd's Agent at Esbjerg writes under date of Mar. 27: According to the local Press, the skipper of Esbjerg cutter Bradsted, E 564, stated that his nets touched what was believed to be a wreck in position lat. 55 55 N., long. 3 21 E., in 38 fathoms. At the same time, papers including old Bills of Lading bearing the name "Aspo" were found. (See issue of Mar. 25.)

L.L. 31-3-53

## LIFEBOAT FOUND

Copenhagen, Apr. 12.—Cutter E 45, Else Højen, while on a fishing trip in the North Sea, found a lifeboat in a sinking condition. The boat is thought to have come from the Swedish steamer ASPO.—"Borsen." (Note.—ASPO was posted at Lloyd's as a "Missing Vessel" on Mar. 11.)

## COMMITTEE'S D

*On the Board**Posted Missing — 11<sup>th</sup> March 1953.*



*Catharina Duyvis*, of *Ymuiden*. Master *A. Glas*.  
*(Dutch steam trawler).*  
 329 Tons Gross Date } 1928  
 154 Tons Net Built }  
 Classification *Not classed.*

*Grimsby for North Sea fishing grounds.*

Application submitted

*4<sup>th</sup> March 1953*

Member making Application

*Mr. L. G. Jeffery*  
*(interested as broker)*  
*(Messrs Leslie and Godwin Ltd.)*

Owner

*N. V. Visscherij Onderneming "De Vem"*

Cargo

Insurance effected at

*London and Amsterdam* } on Vessel

*London and Amsterdam* } on Cargo

Latest Account

*Sailed Grimsby for North Sea fishing grounds on the 20<sup>th</sup> January 1953, was 18 miles northwest of Ymuiden on the 31<sup>st</sup> January and reported, by wireless, on the 1<sup>st</sup> February.*

Crew *16* including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 4<sup>th</sup> March 1953 - 31*

*From last report to 11<sup>th</sup> March 1953 - 38*

REMARKS—

*Fitted wireless telephone*

CATHARINA DUYVIS.—North Foreland Radio, Feb. 2.—Following received from Scheveningen Radio at 9 a.m., G.M.T., to-day: XXX (urgency signal) to all ships. Please look out for Dutch steam trawler Catharina Duyvis YM 60, last position Jan. 31, 20 miles north of Ymuiden.

L.L. 3-2-53

CATHARINA DUYVIS.—Ymuiden, Feb. 3.—Dutch trawler Catharina Duyvis, YM 60, has been overdue since Feb. 1; search by aeroplane in vain. (See issue of Feb. 3.)

L.L. 4-2-53

CATHARINA DUYVIS.—Ymuiden, Feb. 2.—Dutch motor trawler Catharina Duyvis, which sailed from England on Jan. 21 for fishing grounds with a crew of 16, but from which nothing has since been heard, is now considered sunk.—Exchange Telegraph Company. (See issue of Feb. 4.)

L.L. 5-2-53

CATHARINA DUYVIS.—London, Mar. 2.—Information received from the owners of the motor trawler Catharina Duyvis states that the master of the vessel reported by radio telephone at 8 p.m., on Saturday, Jan. 31, that bad weather had obliged him to heave to in position 18 miles NW. of Ymuiden. The master conversed by radio-telephone at 1 p.m. on Sunday (Feb. 1) with trawler Flamingo, YM 25, and promised to call again by radio at 10 p.m. on Sunday but nothing further was heard. (See issue of Feb. 5.)

L.L. 3-3-53

COMMITTEE'S DECISION—

*On the Board - 4<sup>th</sup> March 1953*

*Posted Missing 11<sup>th</sup> March 1953*



*Guava*, of Lowestoft. Master *G. Fisher*.  
(British motor trawler).

285 Tons Gross

Date } 1945  
Built }

100 Tons Net

Classification *Not classed*.

Official Number 166722

*Lowestoft for North Sea fishing grounds*

Application submitted

*4<sup>th</sup> March 1953*

making Application

*Shipping Editor*

Owner

*Claridge Trawlers Ltd.*

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

*Sailed Lowestoft for North Sea fishing grounds on the 30<sup>th</sup> January 1953 and was reported in approx. lat 53 30 N, long 3 E., on the 31<sup>st</sup> January.*

Crew 11 including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 4<sup>th</sup> March 1953 - 32**From last report to 11<sup>th</sup> March 1953 - 37*

## REMARKS—

*Fitted wireless telephone*

GUAVA.—London, Feb. 13.—The owners of the Lowestoft trawler Guava have asked the Admiralty to try to trace the vessel. The vessel has failed to return after being at sea since Jan. 30, the day before the great storm. The owners say they have by no means given up hope. The Navy will be asked to keep a watch for her and naval aircraft may be used in the search.

L. L. 16-2-53

GUAVA.—London, Feb. 15.—Grave fears are now felt for the Lowestoft motor trawler Guava. There have been Admiralty and British Broadcasting Corporation appeals that any vessels which might have seen or heard of the Guava should send word at once but nothing has been received. There has also been a search of the North Sea by naval ships and aircraft and though the search is continuing, very grave concern is now felt for the vessel, which has a crew of 11 men and is in charge of skipper George Fisher, of Lowestoft. (See issue of Feb. 16.)

L. L. 17-2-53

GUAVA.—London, Feb. 17.—Mr. D. A. Stephens, general manager for Claridge Trawlers, Ltd., owners of the Lowestoft trawler Guava, last heard of on Jan. 31, said yesterday that little hope remained that she was still afloat. She was feared lost in the great storm the same night. There were 11 men on the vessel. — "Daily Telegraph & Morning Post." (See issue of Feb. 17.)

L. L. 18-2-53

GUAVA.—London, Feb. 17.—The loss of the Lowestoft trawler Guava, LT 73, was this afternoon officially reported to the Ministry of Transport. Mr. D. A. Stephens, general manager for the owners, Claridge Trawlers, Ltd., said: "After consultation with the Naval authorities I regret I must state that all reasonable hope must be abandoned." (See issue of Feb. 18.)

L. L. 19-2-53

GUAVA.—London, Feb. 26.—In reply to inquiry, the owners of the trawler Guava write from Lowestoft under date of Feb. 25: No later news of the Guava than the message received by another of our trawlers in the night of Jan. 31 has been received and we must, therefore, conclude that she is lost. The Guava left Lowestoft on Jan. 30 and was last heard of in position approximately lat. 53 30 N., long. 3 E., in which area she had earlier been intending to fish. (See issue of Feb. 19.)

L. L. 27-2-53

## COMMITTEE'S DECISION—

*On the Board - 4<sup>th</sup> March 1953**Posted Missing 11<sup>th</sup> March 1953*



Leopold Nera

(Belgian motor trawler)

58 Tons Gross

Date

1957

Built

19 Tons Net

Classification *Not classed*

of Zeebrugge. Master H. Rappe

Zeebrugge for North Sea fishing grounds

Application submitted

4<sup>th</sup> March 1953

making Application

Shipping Editor

Owner

Leon Fr. Desmidt

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed Zeebrugge for North Sea fishing grounds on the 23<sup>rd</sup> January 1953 and was reported in lat 54 20 N, long 4 40 E. on the 31<sup>st</sup> January

Crew 5

including Master, Officers and

Apprentices

Number of days out

Days

From last report to 4<sup>th</sup> March 1953 - 32From last report to 11<sup>th</sup> March 1953 - 39

## REMARKS—

Fitted wireless telephone

LEOPOLD NERA. — North Foreland Radio, Feb. 4. — Following received from Ostend Radio at 7 24 p.m., G.M.T., to-day: XXX (urgency signal) all ships are urgently requested to keep a sharp look-out for motor trawler ZR 527 (Z 527, Leopold Nera), of 58 tons gross. Approximate position on Saturday, Jan. 31, at 5 a.m., G.M.T., lat. 54 20 N., long. 4 40 E. Trawler was then heading for Brown Ridge, in approximate position lat. 52 35 N., long. 3 20 E. Trawler has black hull with white band and a green wheelhouse with white window frames, also two masts with white top, thence green and red. If seen inform Pilotage, Ostend, through Ostend Radio.

L. L. 6-2-53

LEOPOLD NERA. — Hamburg, Feb. 7. — The 58-ton motor trawler Z 527 (Leopold Nera), reported overdue by German coastal radio stations to-day, was last reported on Jan. 31 off Terschelling, Holland. — Reuter. (See issue of Feb. 2.)

L. L. 9-2-53

LEOPOLD NERA. — London, Feb. 26. — In reply to inquiry, Lloyd's Agents at Antwerp write under date of Feb. 24: The Water Bailiff at Zeebrugge reports that Belgian motor trawler Leopold Nera left Zeebrugge on Jan. 23 with a crew of five men, and vessel, crew and cargo were probably lost in the night of Jan. 31-Feb. 1 in position lat. 54 20 N., long. 4 40 E. (See issue of Feb. 9.)

L. L. 27-2-53

LEOPOLD NERA. — Bruges, Feb. 27. — A body, picked up by a Dutch trawler, has been identified as that of Louis Van Dierendonck, aged 60 years, of Heyst, a member of the crew of five men of the missing fishing vessel Z 527 (Leopold Nera). — "Lloyd Anversois." (See issue of Feb. 27.)

L. L. 7-3-53.

## COMMITTEE'S DECISION—

On the Board - 4<sup>th</sup> March 1953Posted Missing 11<sup>th</sup> March 1953.



*Michael Griffith, of Fleetwood. Master C. Singleton*  
*(British steam trawler).* Official Number 145118

282 Tons Gross

Date } 1919  
Built }

109 Tons Net

Classification

*Fleetwood for fishing grounds off St Kilda**Lloyds Register \*100 A1. Last survey 9/52.*

Application submitted

REMARKS—

*4<sup>th</sup> March 1953**Fitted wireless telephone*

making Application

*Shipping Editor*

Owner

*Clifton Steam Trawlers Ltd.*

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

*Sailed Fleetwood for fishing grounds off St Kilda on the 30<sup>th</sup> January 1953 and was reported, in distress, 7 miles south of Barra Head on the 31<sup>st</sup> January.*

Crew 13 including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 4<sup>th</sup> March 1953 - 32**From last report to 11<sup>th</sup> March 1953 - 39*

COMMITTEE'S DECISION—

*On the Board - 4<sup>th</sup> March 1953**Posted Missing 11<sup>th</sup> March 1953*

**MICHAEL GRIFFITH.** — Portpatrick Radio, Jan. 31. — Following received from British trawler Velia at 9 24 a.m., G.M.T.: Following received from trawler Michael Griffith: "South of Barra Head, helpless." Following received from trawler Wyre General: "Trawler Michael Griffith, seven to eight miles south of Barra Head, full of water and no steam."

Stornoway, Jan. 31. Barra lifeboat proceeding to steam trawler Michael Griffith in difficulties seven to eight miles south of Barra Head.

London, Jan. 31. — The coxswain of the Barra lifeboat said to-night on return that the Fleetwood trawler Michael Griffith had vanished with her crew of 15 in the Hebrides. The coxswain said that with the trawler Braconbank and a plane they searched the area where the trawler had this morning said that she was in distress. They also took a course where they thought the trawler might have drifted in the storm and the fast running tide but could find no trace.

Stornoway, Jan. 31. — Barra lifeboat returned and ready for service at 10 p.m.

London, Feb. 1. — Overcome by heavy seas and a blizzard while searching to-day for trawler Michael Griffith, two members of the crew of Islay lifeboat collapsed and were found to be dead when the boat arrived at Colonsay.

Stornoway, Feb. 1. — Barra lifeboat proceeded at 10 a.m. to-day to continue search for trawler Michael Griffith.

L.L. 2-2-53

**MICHAEL GRIFFITH.** — Malin Head Radio, Feb. 6. — Following received from Inishtrahull Lighthouse at 3 50 p.m., G.M.T.: A lifebuoy from trawler Michael Griffith was washed ashore this morning. (See issue of Feb. 2.)

L.L. 7-2-53

**MICHAEL GRIFFITH.** — London, W., Feb. 11. — Trawler Michael Griffith, of and from Fleetwood for fishing grounds, is presumed to have foundered in heavy seas in the Whitestays Bank area, seven miles south of Barra Head, on Jan. 31. (See issue of Feb. 2.)

L.L. 12-2-53



*Salland*  
(Dutch motor vessel)

297 Tons Gross

Date } 1952  
Built }

187 Tons Net

Classification

of Delfzyl. Master M. Teekman  
Par for Stockholm

Bureau Veritas Div 1. Last survey 5/52.

Application submitted

4<sup>th</sup> March 1953

REMARKS—

Fitted wireless receiver only.

making Application

Shipping Editor

Owner

Gebr. M. &amp; J. Teekman

Cargo

China clay

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed Par for Stockholm on the  
29<sup>th</sup> January 1953 and passed Piawle  
Point same day

Crew 7 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 4<sup>th</sup> March 1953 - 34From last report to 11<sup>th</sup> March 1953 - 41

COMMITTEE'S DECISION—

On the Board - 4<sup>th</sup> March 1953Posted Missing 11<sup>th</sup> March 1953.

**SALLAND.** — Amsterdam, Feb. 5. — According to Press reports, Dutch motor vessel Salland, Par for Stockholm, owners Gebr. J. & M. Teekman, is overdue. The brokers of the vessel yesterday reported that, although no reports had been received from the master, there is no reason for alarm. This morning it was reported that a lifeboat belonging to the Salland washed ashore at Katwijk.

L.L. 7-2-53

**SALLAND.** — North Foreland Radio, Feb. 7. — Following received from Scheveningen Radio at 7 10 a.m., G.M.T.: PAN (urgency signal). Motor vessel Salland left Par for Stockholm on Thursday, Jan. 29, but so far has not arrived there. Ships who have information of whereabouts of Salland are requested to report to Scheveningen Radio. The Salland is fitted with receiver only. (See issue of Feb. 7.)

L.L. 9-2-53

**SALLAND.** — Rotterdam, Feb. 9. — Dutch motor vessel Salland, Par for Stockholm, is overdue. Two lifeboats have been washed ashore near Katwijk. The vessel has a crew of seven. — LLOYD'S LIST Correspondent. (See issue of Feb. 9.)

L.L. 11-2-53

**SALLAND.** — London, Mar. 2. — Motor vessel Salland: In reply to inquiry, Lloyd's Agents at Amsterdam report that on Feb. 1 two lifeboats washed ashore near Katwijk and later nine hatches near Noordwijk. The Salland, master Marinus Teekman, and crew of six, was on voyage from Par to Stockholm with a cargo of china clay. (See issue of Feb. 11.)

L.L. 3-3-53



*Sheldon**(British steam trawler)*

278 Tons Gross

Date

1912

Built

122 Tons Net

Classification *Not classed.**of Grimsby. Master - J. R. Beesley.**Official Number 132128**Kirkwall for Faroes fishing grounds.*

Application submitted

*4<sup>th</sup> March 1953*

making Application

*Shipping Editor*

Owner

*Sir Thomas Robinson & Son (Grimsby) Ltd*

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

*Sailed Kirkwall for Faroes fishing grounds on the 30<sup>th</sup> January 1953 and reported, by wireless, at 10 pm same day from position believed to be abt. 60 miles northwest of Dennis Head**Crew 14 including Master, Officers and Apprentices*

Number of days out

Days

*From last report to 4<sup>th</sup> March 1953 - 33.**From last report to 11<sup>th</sup> March 1953 - 40.*

## REMARKS—

*Fitted wireless telephone*THE GRIMSBY TRAWLER  
"SHELDON"

London, Feb. 10. — The Ministry of Agriculture and Fisheries to-day appealed for information about the Grimsby trawler Sheldon, GY 696. Trawler skippers have been asked if they know anything of her whereabouts. With 14 men on board, the Sheldon left Kirkwall at noon on Jan. 30 for Faroes; nothing has been heard of her since. In a statement to-night, the owners' managing director, Mr. Frank Robinson, said: "The ship is definitely not overdue. These voyages often occupy 19 or 20 days. The vessel would not be overdue if she did not return until the week-end (Feb. 14-15), or even on Monday, but, as we have not heard from the skipper by radio as usual, we are a little anxious in view of the bad weather. We have tried to make contact with the vessel without success, but it may be that her wireless has broken down."

L. L. 11-2-53

SHELDON. — Grimsby, Feb. 16. — The Grimsby trawler Sheldon was to-day officially posted as overdue by her owners, Sir Thomas Robinson & Son (Grimsby), Ltd. She should have landed her catch to-day. No word has been heard of the trawler since she left Kirkwall on Jan. 30. A representative of the owners said to-day that hope had still not been given up and it was possible that the vessel had broken down and was drifting. Air and sea searches are continuing. The Sheldon sailed for the Faroes fishing grounds and her trip would normally have taken 22 days. Agents report to-day that she has not been heard of and that no other vessel has reported seeing her. — LLOYD'S LIST Correspondent. (See issue of Feb. 12.)

L. L. 17-2-53

SHELDON. — Grimsby, Feb. 18. — The owners of trawler Sheldon to-day stated that vessel must now be presumed lost. Sheldon left Kirkwall for the Faroes on Jan. 30 and has not been heard of since. She was owned by Sir Thomas Robinson & Son (Grimsby), Ltd., and carried a crew of 14. — LLOYD'S LIST Correspondent. (See issue of Feb. 17.)

L. L. 19-2-53

SHELDON. — London, Feb. 23. — In reply to inquiry, the owners of trawler Sheldon write from Grimsby under date of Feb. 20: The only news we have of the Sheldon is that she is known to have spoken to trawler Burfell, which was fishing at Faroes, by wireless telephone at about 10 p.m. on Jan. 30. The Sheldon is believed to have been at the time in position about 60 miles NW. of Dennis Head, and may have encountered the storm which later prevailed. (See issue of Feb. 19.)

Lerwick, Feb. 23. — Fishery officer at Lerwick reports lifebuoy marked "Sheldon, Grimsby," was picked up at Hamna Voe, Shetland, to-day, by Scott Ward, Beach Cottage, Hamna Voe.

L. L. 24-2-53

## COMMITTEE'S DECISION—

*On the Board — 4<sup>th</sup> March, 1953**Posted Missing 11<sup>th</sup> March 1953.*



*Yewvalley*, of Glasgow. Master *J. W. Potts*.  
(British steamer) Official Number 160224  
London for Bo'ness.

823 Tons Gross

Date } 1928  
Built }

404 Tons Net

Classification *Lloyds Register 100 A1. Last survey 11/52.*

Application submitted

*14<sup>th</sup> March 1953*

Member

making Application

*Mr. R. G. L. Cheesman*  
(interested as broker)  
(Messrs Bland, Welch & Co., Ltd.)

Owner

*John Stewart & Co., Shipping Ltd*

Cargo

*Cement clinker*

Insurance effected at

*Lloyds and Companies, London* } on Vessel

} on Cargo

Latest Account

*Sailed London for Bo'ness on the  
30<sup>th</sup> January 1953 and passed Cromer  
on the 31<sup>st</sup> January.*

Crew 11 or 12 including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 14<sup>th</sup> March 1953 — 32**From last report to 11<sup>th</sup> March 1953 — 39.*

## REMARKS—

*Fitted wireless telephone*

**YEWVALLEY.** — London, Feb. 5. — In reply to inquiry asking for the latest news of steamer Yewvalley, which left Gravesend on Jan. 30 for Bo'ness and was later reported off Cromer at 1 p.m. on Jan. 31, the owners telegraphed from Glasgow at 12 23 p.m. to-day: Yewvalley: No news. Have enlisted help of Admiralty and Air Ministry to ascertain whereabouts.

London, Feb. 5. — The Glasgow steamer Yewvalley, reported overdue on a voyage to Bo'ness with a crew of eleven, left Gravesend last Friday (Jan. 30) with cement clinker. An official of the owners, John Stewart & Co., of Glasgow, stated to-day that the last message they had received was on Saturday, giving the position of the vessel as off Cromer at 1 p.m.

L.L. 6-2-53

**YEWVALLEY.** — London, Feb. 6. — Ships and aircraft were to-day searching hundreds of miles of sea off the east coast of Scotland for signs of the steamer Yewvalley, which was last heard from on Saturday (Jan. 31). (See issue of Feb. 6.)

L.L. 7-2-53

**YEWVALLEY.** — North Foreland Radio, Feb. 8. — Following received from Ostend Radio at 4 45 p.m., G.M.T.: Two red and white buoys marked "Yewvalley, Glasgow," picked up by Belgian pilot boat in approximate position lat. 51 21 20 N., long. 2 49 10 E. (See issue of Feb. 7.)

L.L. 9-2-53

**YEWVALLEY.** — North Foreland Radio, Feb. 25. — Following received from Scheveningen Radio at 9 59 a.m., G.M.T., to-day: Following received from motor vessel Martha Ahrens at 9 33 a.m., G.M.T.: About lat. 53 10 N., long. 4 30 E., at 9 30 a.m., G.M.T., passed lifebuoy with inscription: "Yewvalley, Glasgow," and shipboards. (See issues of Feb. 6 and 9.)

L.L. 26-2-53

## COMMITTEE'S DECISION—

*On the Board — 14<sup>th</sup> March 1953**Posted missing 11<sup>th</sup> March 1953.*



*Westland* of Rotterdam. Master - *A. Penning*  
(Dutch motor vessel)

426 Tons Gross

Date } 1931

Built }

263 Tons Net

Classification *Bureau Veritas Division I - Last survey 3/52.**Wismar for King's Lynn.*

Application submitted

REMARKS—

*18<sup>th</sup> March 1953.**Not fitted wireless*

Subscriber making Application

*Mr. W. D. McLennan*  
(interested as broker)  
*Messrs Morice, Tozer & Beck, Ltd.*

Owner

*N. V. Motorschip Westland.*

Cargo

*579.920 tons kainit*

Insurance effected at

*London*

} on Vessel

*London*

} on Cargo

Latest Account

*Sailed Wismar for King's Lynn on the*  
*29<sup>th</sup> January 1953 and passed Cuxhaven*  
*on the 30<sup>th</sup> January*

Crew 8 including Master, Officers and - Apprentices

Number of days out

Days

*From last report to 18<sup>th</sup> March 1953-47**From last report to 25<sup>th</sup> March 1953-54*

COMMITTEE'S DECISION—

*On the Board — 18<sup>th</sup> March 1953.**Posted Missing - 25<sup>th</sup> March 1953.*

WESTLAND. — King's Lynn, Feb. 7. —  
Motor vessel Westland, of Rotterdam,  
Wismar for King's Lynn, cargo kainit,  
which passed Brunsbittel at mid-day  
on Friday, Jan. 30, has not yet arrived  
and no news.

North Foreland Radio,  
Feb. 7. — Following received from  
Scheveningen Radio at 7.10 a.m.,  
G.M.T.: P.A.N. (urgency signal). Motor  
vessel Westland, P.O.B. left Brunsbittel  
for King's Lynn, so far ship has not  
arrived there. Ships who know anything  
about the Westland please report to  
Scheveningen Radio.

London, Feb. 6. — In  
reply to inquiry asking for latest news  
of motor vessel Westland, the owners  
cabled from Antwerp at 12.58 p.m. to-  
day as follows: Latest news Westland  
passed Brunsbittelkeog on Friday,  
Jan. 30, at 12.30 p.m. en route to King's  
Lynn.

L. L. 9-2-53

WESTLAND. — Cuxhaven, Feb. 9. — Motor  
vessel Westland, which is overdue on a  
voyage to King's Lynn, passed here on  
Jan. 30. — "Hamburger Anzeiger." (See  
issue of Feb. 9.)

L. L. 12-2-53.



*Lark* of *Kielwindeweer*

Master - *W. Hindriks*

(Dutch motor vessel)

196 Tons Gross

Date } 1931

Built }

95 Tons Net

Classification

*Bureau Veritas Division 1 Last survey 1/52.*

Application submitted

*1<sup>st</sup> April 1953.*

making Application

*Shipping Editor*

Owner

*W. Hindriks*

Cargo

*Saltpetre*

Insurance effected at

—

on Vessel

—

on Cargo

Latest Account

*Sailed Heroya for Stavanger on the 10<sup>th</sup> February and passed Brevik 10<sup>th</sup>-11<sup>th</sup> February 1953*

Crew *7* including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 1<sup>st</sup> April 1953 - 49-50*

*From last report to 8<sup>th</sup> April, 1953 - 56-57*

REMARKS—

*Not fitted wireless.*

**LARK.** — Stavanger, Feb. 19. — Dutch motor vessel Lark left Porsgrunn on Feb. 10 for Stavanger, since not heard of, anxiety entertained.

Wick Radio, Feb. 19. — Following received from Stavanger Radio at 7 34 a.m., G.M.T., addressed XXX (urgency signal): Dutch motor vessel Lark is reported overdue. Vessel left Porsgrunn Feb. 10 for Stavanger and is not heard of since. All ships are requested to keep lookout for motor vessel Lark or possible wreckage and report.

L. L. 20 - 2 - 53

**LARK.** — Oslo, Feb. 19. — Oslo Radio has appealed for news of the Dutch motor vessel Lark, missing since Feb. 10 off the Norwegian coast. It was thought that the Lark, with a crew of seven and a cargo of saltpetre, might have sheltered in a coastal inlet from heavy storms, but no other vessel has seen any sign of her. — Reuter. (See issue of Feb. 20.)

L. L. 21 - 2 - 53

**LARK.** — Stavanger, Feb. 21. — Dutch motor vessel Lark is now considered lost with all hands. (See issue of Feb. 21.)

L. L. 23 - 2 - 53

**LARK.** — Oslo, Feb. 19. — Anxiety is felt for the safety of the Dutch motor vessel Lark, which left Porsgrunn on Feb. 10 for Stavanger, with fertiliser, and was last seen when she passed Brevik. In the night of Feb. 10-11, there was strong wind with heavy squalls from the south-east along the Skagerak coast. — "Norges Handels og Sjøfartstidende." (See issue of Feb. 23.)

L. L. 24 - 2 - 53.

COMMITTEE'S DECISION—

*On the Board - 1<sup>st</sup> April 1953.*

*Posted Missing 8<sup>th</sup> April 1953*



*Dan* of *Göteborg*  
(Swedish auxiliary motor vessel.)

309 Tons Gross

Date } 1925  
Built }

217 Tons Net

Classification *Bureau Veritas*. Division 1 (Great Boasting Trade). Last survey 12/5.

Application submitted

6<sup>th</sup> May 1953.

making Application

Shipping Editor

Owner

*Maskinaffären Generator A.B.*

Cargo

*Coal.*

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed *Gdynia* for *Degerhamn*  
on the 14<sup>th</sup> January 1953 and was reported  
about 10 miles north of *Rixhöft* at 6 p.m.  
same day

Crew 7 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 6<sup>th</sup> May 1953 - 112.

From last report to 13<sup>th</sup> May 1953 - 119

Master - *Nils P. Olsson.*

*Gdynia* for *Degerhamn*

REMARKS—

*Fitted wireless telephone.*

DAN (aux.). — Cullercoats Radio, Jan. 18. — Following received from Lyngby Radio at 10 a.m., G.M.T.: XXX (urgency signal). Swedish motor schooner Dan, of Göteborg, left a Polish harbour on Jan. 14 for Degerhamn, overdue. Call sign SFOM. Schooner has been called in vain. Please look out and report. — Signed, Marine Copenhagen.

L.L. 19 - 1 - 53

DAN (aux.). — Stockholm, Jan. 19. — The Swedish Embassy in Moscow was instructed to-day to ask Russian authorities whether the motor schooner Dan had sought shelter in a Russian Baltic port. Two air force planes left south Sweden to search for the missing vessel between the islands of Oland and Gotland. Visibility was reported to be good. — Reuter. (See issue of Jan. 19.)

Stockholm, Jan. 19. — Swedish motor schooner Dan, with a crew of seven, has been missing since Wednesday (Jan. 14) in the Baltic, her owners reported in Göteborg to-day. The Dan was carrying a cargo of coal from Gdynia to Degerhamn, normally a voyage of about 22 hours. — Reuter.

L.L. 20 - 1 - 53

DAN (aux.). — Göteborg, Jan. 20. — There is still no news of the missing motor schooner Dan. Searches for the vessel made by aircraft yesterday were without result. — "Göteborgs Handels och Sjöfarts-Tidning." (See issue of Jan. 20.)

L.L. 24 - 1 - 53.

DAN (aux.). — Stockholm, Jan. 24. — Russia has told Sweden she is unable to trace the motor schooner Dan, missing in the Baltic with a crew of seven since Jan. 14, the Swedish Foreign Office said to-day. Sweden asked Russia earlier this week if the Dan had put into any Russian Baltic port, but the Russians said she had not, the Foreign Office said. — Reuter. (See issue of Jan. 24.)

L.L. 26 - 1 - 53

DAN (aux.). — Stockholm, Jan. 23. — The mate of the motor vessel Aeolus, of Oskarshamn, states that the Aeolus was in company with the missing motor schooner Dan after leaving Gdynia on Jan. 14. At 6 p.m. the vessels were about 10 miles north of Rixhöft. At that point, the Dan changed course and steered towards Olands Southern Shoal. The weather was then good. At 4 p.m. on the following day, however, the Aeolus experienced heavy weather and snow-fog and put into Kalmar. — "Helsingborgs Dagblad." (See issue of Jan. 26.)

L.L. 27 - 1 - 53.

DAN (aux.). — Göteborg, Jan. 25. — The owners of the motor schooner Dan now consider the vessel as lost. — "Helsingborgs Dagblad." (See issue of Jan. 27.)

London, Jan. 30. — Information received from Göteborg, dated Jan. 28, states: Motor schooner Dan is probably a total loss. The vessel left Gdynia on Jan. 14 on voyage to Degerhamn, Sweden, but has not reached port of destination. Investigations have not given result of any kind.

L.L. 31 - 1 - 53

DAN (aux.). — Stockholm, Feb. 12. — Swedish motor schooner Dan, which left Gdansk on Jan. 14 with a cargo of coal, has since been missing. Soviet Authorities, who were requested to assist in the search for the vessel, reported on Jan. 24 that efforts had been without result. A Latvian master, who recently arrived at Gotland as a refugee, has stated that when fishing off Liepaja, he observed a vessel which might well have been the Dan. When in harbour at Liepaja he heard that a foreign vessel, probably Swedish, had put into port owing to engine trouble. The report is being investigated. (See issue of Jan. 31.)

L.L. 16 - 2 - 53

DAN (aux.). — London, Feb. 18. — In reply to inquiry, Lloyd's Agents at Kalmar write under date of Feb. 16: No further news has been received of auxiliary vessel Dan since she left Gdynia in January for Degerhamn with a cargo of coal. According to the Swedish Press, some fishermen stated that they had heard rumours of a vessel of about the same size and build as the Dan having been seen at Liepaja. Upon inquiry by the Foreign Department at Stockholm, the Russian Authorities state that the Dan is positively not lying in a Russian port. (See issue of Feb. 16.)

L.L. 19 - 2 - 53.

DAN (aux.). — London, Apr. 23. — In reply to inquiry, the owners of auxiliary vessel Dan write from Göteborg under date of Apr. 21: We still have no news regarding auxiliary vessel Dan. (See issue of Feb. 16.)

L.L. 24 - 4 - 53.

COMMITTEE'S DECISION—

*On the Board - 6<sup>th</sup> May 1953*

*Posted Missing - 13<sup>th</sup> May 1953.*



*Monique**of Noumea.**Master - Charles Ohlen**(French motor vessel) Composite construction**239 Tons Gross**Date } 1945.**Mare Island, Loyalty Islands for Noumea**157 Tons Net**Classification Not classed*

Application submitted

*16<sup>th</sup> September 1953.*

making Application

*Shipping Editor*

Owner

*Societe des Iles Loyalty*

Cargo

*101 passengers, copra and deck cargo  
of copra and produce.*

Insurance effected at

-

} *on Vessel*

-

} *on Cargo*

Latest Account

*Sailed from Mare Island, Loyalty  
Islands for Noumea on the  
31<sup>st</sup> July 1953 and reported by  
wireless same day.**Crew 19 including Master, Officers and - Apprentices*

Number of days out

Days

*From last report to 16<sup>th</sup> September 1953 - 47**From last report to 23<sup>rd</sup> September 1953 - 54.*

## REMARKS—

*Fitted wireless telephone*

MONIQUE. — Noumea, Aug. 3.—French motor vessel Monique, which left Mare Island p.m., July 31, is overdue here. Air search proceeding.

Noumea, Aug. 3. — Planes and ships are searching for the French motor vessel Monique, missing with 75 people on board on a 50-mile voyage from the Loyalty Islands to New Caledonia. Nothing has been heard from the Monique since she left the Loyalty Islands four days ago. Vessels from this island and a Catalina flying boat from Fiji are helping in the search. Five Europeans are among those on board the Monique. The cargo, valued at £5000 sterling, is believed not to be insured.—Reuter.

L. L. 4-8-53

MONIQUE. — Noumea, Aug. 4.—Aircraft and ships to-day continued the search for the French motor vessel Monique, missing in the Pacific since Friday (July 31) with 120 passengers. The Monique, which left Mare, in the Loyalty Islands, on Friday for Noumea, was believed either to have capsized or to have struck a mine, according to official sources here. The passengers included 20 Europeans, four of them children and two nuns, and 100 local inhabitants of New Caledonia. The search is being concentrated south of New Caledonia near Walpole Island. The weather is clear and sunny but a heavy sea is running.—Reuter. (See issue of Aug. 4.)

L. L. 5-8-53

MONIQUE. — Noumea, Aug. 5. — The authorities here to-day asked for a second Catalina flying boat from Fiji to help in the search for the motor vessel Monique. One of the search ships, the motor vessel Estrella del Mar, reported finding an oil patch, but could not confirm the official opinion here that the Monique may have hit a mine.—Reuter. (See issue of Aug. 5.)

L. L. 6-8-53

MONIQUE. — Noumea, Aug. 10. — The search for motor vessel Monique has been abandoned, it was announced here to-day. Aircraft and ships which searched a large area of the Pacific found only three empty barrels, one of which was identified as having been loaded on the Monique. Shipping experts here said the only possible explanation of the complete absence of wreckage was that the cargo of the Monique, mostly copra, had shifted in heavy seas, capsizing the vessel. The suddenness of such a catastrophe would explain why there were no survivors.—Reuter. (See issue of Aug. 6.)

L. L. 11-8-53

MONIQUE. — London, Aug. 31.—In reply to inquiry, Lloyd's Agent at Noumea writes under date of Aug. 21: Motor vessel Monique, 239 tons gross, 157 tons net, master Charles Ohlen, crew 19 men, fitted with wireless, owned by the Societe des Iles Loyalty, carried a deck cargo consisting mainly of copra produce, also deck cargo of copra. The official number of persons on board, including the crew, amounted to 20 Europeans and 100 Loyalty Island natives. An Inquiry Commission is at present investigating the matter. (See issue of Aug. 11.)

L. L. 1-9-53

MONIQUE. — Sydney, Aug. 19.—According to the local Press, the only radio message received from motor vessel Monique was sent three hours after leaving Mare Island and informed Noumea that all was well. (See issue of Sept. 1.)

L. L. 3-9-53

COM MONIQUE. — Noumea, Sept. 25.—The motor vessel Maria del Mar has found a hatch from the hold of the motor vessel Monique, which disappeared in the night of July 31 between Mare Island, one of the Loyalty Islands, and New Caledonia, with 120 people on board. The search for the vessel was called off on Aug. 10. The hatch, discovered at Trapat, on the east coast of the island of Lifu, is the first trace of the vessel since her disappearance.—Reuter. (Note.—Monique was posted at Lloyd's as a "Missing Vessel" on Sept. 23. See issue of Sept. 24.)

L. L. 26-9-53

*On the B.**Posted**September 1953**September 1953*



*Islandmagee*, of Dundee. Master Robert Ross.  
(British steamer).

227 Tons Gross

Date } 1900  
Built }

85 Tons Net

Classification

*Lloyd's Register 100 A1. Last survey June 1953.*

Application submitted

REMARKS—

18<sup>th</sup> November 1953.

*Not fitted wireless*

Member

making Application

*Mr. E. Lindsey*

*(interested as broker)*

*(Messrs. Keith Shipton & Co., Ltd.)*

Owner

*Tay Sand Co., Ltd.*

Cargo

*Sand*

Insurance effected at

*London Insurance Companies  
and Lloyd's*

on Vessel

*None.*

on Cargo

Latest Account

*Sailed from River Tay for Leith  
on the 26<sup>th</sup> October, 1953 and  
passed North Carr Light-vessel  
same day*

Crew 6

including Master, Officers and — Apprentices

Number of days out

Days

*From last report to 18<sup>th</sup> November 1953-23*

*From last report to 25<sup>th</sup> November 1953-30*

COMMITTEE'S DECISION—

*On the Board — 18<sup>th</sup> November 1953*

*Posted Missing - 25<sup>th</sup> November 1953*

ISLANDMAGEE.—Dundee, Oct. 27.—  
Steamer Islandmagee, cargo sand, sailed  
from Dundee for Leith on Monday night  
(Oct. 26): Owner now reports her over-  
due.

L.L. 28-10-1953

ISLANDMAGEE.—London, Oct. 27.—  
Dundee police to-night reported that the  
steamer Islandmagee, owned by the  
Tay Sand Co., Ltd., Dundee, is overdue.  
She is thought to be the vessel for  
which the Arbroath lifeboat (R.N.L.B.  
ROBERT LINDSAY) had been search-  
ing before she capsized. The Island-  
magee left the Tay about 5 p.m. on  
Monday (Oct. 26) after loading sand in  
the Birkhill area of the Tay. The  
vessel was seen going past Tay Bridge  
about 8.45 p.m. on passage to Leith.  
At 9.15 p.m. she passed the North Carr  
Light-vessel, the crew of which is  
familiar with the vessel because of her  
frequent voyages to Leith. The coast-  
guard at Fifeness saw red rockets being  
fired about three miles out to sea and  
the vessel was supposed to be the Island-  
magee. She should have been in Leith  
at 5 a.m. to-day. (See issue of Oct. 28.)

London, Oct. 28.—  
Although police believe the steamer  
Islandmagee has sunk, a further search  
is being made to-day of the area  
around Fifeness, where coastguards saw  
red rockets being fired during Monday  
night's (Oct. 26-27) gale. The Island-  
magee had a crew of six. Two bodies  
have been washed ashore, and one has  
been identified as that of William Barr  
of Newhaven Road, Leith, a member of  
the crew. The other members of the  
crew of the Islandmagee were: Robert  
Ross, the skipper, of Dee Place Aber-  
deen; Arthur Ball, mate, of Provost  
Road, Dundee; John Massager, second  
engineer, of Boswell's Terrace, St.  
Mary's, Dundee; and Alex Linton,  
chief engineer, Starbank Road, Leith.  
The name of the sixth man, also of  
Leith, is not yet known.

L.L. 29-10-1953

ISLANDMAGEE.—London, Oct. 28.—  
Another body washed up at Carnoustie,  
near Arbroath, was to-day identified as  
that of Alex Linton, chief engineer of  
the steamer Islandmagee. (See issue of  
Oct. 29.)

Stonehaven Radio,  
Oct. 29.—Following received from  
British trawler Fort Edward at 11.50 a.m.,  
G.M.T.: At 10.45 a.m., G.M.T., passed  
small ship's lifeboat approximately five  
miles ESE, of Tod Head. Lifeboat was  
painted stone colour with grey bulwarks  
and inside. Endeavoured to take it on  
board but could not. The only thing  
inside was an empty sheath from a  
sheath knife with name "James  
Rendall" written on it. No name or  
number on lifeboat.

London, Oct. 29.—  
In reply to inquiry concerning the report  
that the British trawler Fort Edward  
passed a small ship's lifeboat approxi-  
mately five miles ESE, of Tod Head,  
Lloyd's Agents at Dundee stated that  
they had communicated with Tay Sand  
Company, Ltd., the owners of the  
steamer Islandmagee, regarding this  
report. The owners confirmed that the  
ship's lifeboat description agreed with  
the description of the lifeboat of the  
Islandmagee. The owners also con-  
firmed that a member of the crew of the  
Islandmagee was named James Rendall.

L.L. 30-10-1953

ISLANDMAGEE.—Edinburgh, Oct. 29.—  
With the identification yesterday of the  
bodies of two more members of the crew,  
all doubts about the fate of the steamer  
Islandmagee vanished.—"The Scots-  
man." (See issue of Oct. 30.)

L.L. 31-10-1953

ISLANDMAGEE.—Aberdeen, Nov. 20.—  
The Receiver of Wreck here reports that  
the ship's lifeboat sighted by trawler  
Fort Edward on Oct. 29 was found afloat  
in a waterlogged and damaged condition  
six miles SSE, of Girdle Ness by motor  
fishing vessel Dunnottar on Oct. 30 and  
brought to Aberdeen, where it is now  
lying at Pockra Quay. On Nov. 3, a  
wooden name plate, bearing the name  
"Islandmagee," was washed ashore  
500 yards SE, of Mill of Muchalls. (See  
issue of Oct. 30.)

L.L. 24-11-1953

R.N.L.B. ROBERT LINDSAY.—Arbroath,  
Oct. 27.—Arbroath lifeboat (R.N.L.B.  
Robert Lindsay) launched at 12.50 a.m.,  
to-day to investigate red and white  
rockets being fired bearing 90 deg. three  
miles from Fifeness.

Arbroath,  
Oct. 27.—Arbroath lifeboat capsized on  
entering Arbroath harbour at approxi-  
mately 5.47 a.m. to-day.

London,  
Oct. 27.—The crew of Arbroath lifeboat,  
which capsized when returning to har-  
bour this morning, numbered seven.  
There is only one survivor; he is in  
Arbroath Infirmary. Four bodies have  
been recovered, two are still missing.  
The survivor is Archibald Smith, of  
Ladyloan, Arbroath. The lifeboat was  
washed ashore. The body of the cox-  
swain, David Bruce, was found under-  
neath the overturned boat tied to the  
wheel. The storm was very severe about  
dawn when the boat was returning to  
harbour and the secretary of the life-  
boat committee advised her to make  
for another port, Anstruther. The cox-  
swain replied that they would lie off  
Arbroath until dawn, then proceed to  
safety over the bar of the harbour.—  
Exchange Telegraph Company.

L.L. 28-10-1953

R.N.L.B. ROBERT LINDSAY.—  
Arbroath, Oct. 27.—Arbroath lifeboat,  
R.N.L.B. Robert Lindsay, has now been  
recovered and is in Arbroath harbour  
awaiting a damage inspection. (See  
issue of Oct. 28, also ISLANDMAGEE  
under "Overdue Vessel.")

London,  
Oct. 28.—The last two bodies of the  
members of the crew of the Arbroath  
lifeboat (R.N.L.B. Robert Lindsay)  
have been recovered.—Exchange Tele-  
graph Company.

L.L. 29-10-1953



**Rimfrost**  
(Norwegian motor vessel)

376 Tons Gross

180 Tons Net

Date } 1949  
Built }

Classification

Norske Veritas +1A1

of Oslo. Master - Lars Salvesen.

Rieme for Oslo.

Application submitted

2<sup>nd</sup> December, 1953.

making Application

Shipping Editor

Owner

Skip. A/S Frostfart

Cargo

Saltpetre

Insurance effected at

Latest Account

Sailed from Rieme for Oslo  
on the 26<sup>th</sup> October 1953.

Crew 13 including Master, Officers and Apprentices

Number of days out

Days

From sailing to 2<sup>nd</sup> December 1953 -

From sailing to 9<sup>th</sup> December 1953 -

REMARKS—

Fitted wireless

**RIMFROST.**—Cullercoats Radio, Nov. 1.—Following received from British steamer Glanowen at 5 40 p.m., G.M.T.: Following received from Blaavand Radio at 5 23 p.m., G.M.T.: XXX (urgency signal) Norwegian motor vessel Rimfrost, under way from Rieme, Belgium, to Oslo since 9 15 p.m., G.M.T., on Monday, Oct. 26, is missing. Rimfrost, 376 tons gross, looks like ocean fishing vessel, maximum speed 11 knots, carries usual radio equipment. Ships in area are requested to keep sharp look out for missing vessel or eventual debris.

L.L. 2-11-1953.

**UNIDENTIFIED DISTRESS SIGNALS**  
Cullercoats Radio, Nov. 1.—Following received from Lyngby Radio at 12 19 p.m., G.M.T.: At 11 33 a.m., G.M.T., heard Mayday six times on 2182 kcs., very weak signals. At 11 37 a.m., G.M.T., heard Mayday three times followed by (unread).

L.L. 3-11-1953

**RIMFROST.**—Oslo, Nov. 1.—Norwegian motor vessel Rimfrost, missing on voyage from Belgium to Oslo, is believed to have sunk with her crew of 13. The Rimfrost left for Oslo last Monday (Oct. 26). To-night, Lyngby Radio reported receiving indistinct distress signals to-day.—Reuter. (See issue of Nov. 2 also "Unidentified Distress Signals" under "Marine Casualties.")

Copenhagen, Nov. 2.—Search was going on to-day for the Norwegian motor vessel Rimfrost, reported missing in the hardest storm of the year to hit the west coast of Jutland.—Reuter.

Amsterdam, Nov. 2.—A wireless message has been broadcast requesting vessels to look out for Norwegian motor vessel Rimfrost, which left Rieme, Belgium, on Oct. 26 for Oslo and has not yet arrived.

L.L. 3-11-1953

**RIMFROST.**—Oslo, Nov. 2.—An empty lifeboat, thought likely to belong to the missing Norwegian motor vessel Rimfrost, was found to-day by British steamer City of Eastbourne, 60 miles north-west of Emden. The Rimfrost left Rieme with a cargo of saltpetre and was due at Oslo last Thursday (Oct. 29).—Reuter. (See issue of Nov. 3.)

L.L. 4-11-1953

**RIMFROST.**—Oslo, Nov. 3.—There is still no news of the missing motor vessel Rimfrost and searches have been without result. A British vessel reported yesterday that she had found an empty lifeboat 60 miles NW. of Emden, but according to a message from Scheveningen Radio to the Foreign Office, it was later ascertained that it was a drifting air tank which had been seen. The find will be further examined.—"Norges Handels og Sjøfartstidende." (See issue of Nov. 4.)

L.L. 7-11-1953

**RIMFROST.**—Sandefjord, Nov. 5.—The master of motor vessel Jami, of Bergen, which arrived here this morning from Rotterdam, reports having found wreckage at noon on Tuesday (Nov. 3), off the Dutch coast, in position lat. 54 20 N., long. 4 30 E. Two hours later she again found wreckage. Some wreckage, which she picked up, is painted on one side and could be parts of a double hatch or bulkhead. The wreckage, which is thought to have come from the missing motor vessel Rimfrost, is being taken to Oslo for further examination.—"Norges Handels og Sjøfartstidende." (See issue of Nov. 7.)

L.L. 10-11-1953.

**RIMFROST.**—Oslo, Nov. 3.—Wreckage which may possibly have come from the motor vessel Rimfrost was observed in the North Sea at noon by a Swedish vessel. The wreckage was observed in position lat. 59 48 N., long. 3 56 E. The report from the Swedish vessel was received by Stavanger Radio at 1 30 p.m. to-day.—"Bergens Tidende."

Oslo, Nov. 4.—A Swedish ore vessel reported to Stavanger Radio yesterday that she had observed wreckage 30-40 miles southwest of Bergen. It is thought possible that the wreckage may have come from the missing motor vessel Rimfrost. The corvette Soroy is proceeding to the area to investigate.—"Norges Handels og Sjøfartstidende."

Oslo, Nov. 6.—Motor vessel Jami arrived here yesterday evening with wreckage picked up off the Dutch coast. The find was examined by the owners of the motor vessel Rimfrost, but they were yesterday unable to say whether it came from the vessel. A further examination will be made to-day. Searches by Dutch aircraft over the North Sea ended yesterday evening without result.—"Norges Handels og Sjøfartstidende." (See issue of Nov. 10.)

L.L. Nov 12, 1953

**RIMFROST.**—Oslo, Nov. 9.—The owners of the motor vessel Rimfrost state that it has now been ascertained that the wreckage brought to Oslo by the motor vessel Jami did not come from their vessel. The find has been examined by A/S Pusnes Mek. Versted, who built her.—"Norges Handels og Sjøfartstidende." (See issue of Nov. 12.)

L.L. 13-11-1953

**RIMFROST.**—London, Nov. 13.—In reply to inquiry, Lloyd's Agent at Oslo writes under date of Nov. 11: The owners of motor vessel Rimfrost, master Lars Salvesen, state that no wreckage which could be identified as belonging to the vessel has been found. No further news of the vessel has been received and she must be considered a total loss. (See issue of Nov. 13.)

L.L. 14-11-1953

**RIMFROST.**—Copenhagen, Nov. 23.—The patrol vessel which was sent to Jammerbugten to investigate wreckage there has returned to Frederikshavn. She found some planks and a wooden hatch, all of which had been in the water for at least a week. It is therefore thought that the wreckage may have come from the missing Norwegian motor vessel Rimfrost.—"Borsen." (See issue of Nov. 25.)

L.L. 26-11-1953

**RIMFROST.**—Aabenraa, Nov. 24.—Two bodies, one wearing a lifebelt marked "Rimfrost," drifted ashore on the island of Sylt on Tuesday morning (Nov. 24).—"Norges Handels og Sjøfartstidende." (See issue of Nov. 26.)

L.L. 1-12-1953

**RIMFROST.**—London, Dec. 9.—Motor vessel Rimfrost, of Oslo, 376 tons gross, master Salvesen, which sailed from Rieme for Oslo on Oct. 26 with a cargo of saltpetre, was to-day posted at Lloyd's as a Missing Vessel.

Copenhagen, Dec. 6.—During a recent storm, a body drifted ashore at Sønderho, on Fano. The Esbjerg police have now identified the body as being that of the 30-year-old Danish engineer Karl Reiner Nielsen, who was employed on board the Norwegian motor vessel Rimfrost.—"Borsen." (See issue of Dec. 1.)

L.L. 10-12-53

issing - 9<sup>th</sup> December 1953



*Josien, of Rotterdam.*  
(Dutch motor vessel)

Master - C. Ree

500 Tons Gross

Date } 1953  
Built }

339 Tons Net

Classification

Lloyd's Register

100 A1

Last Survey 3/53.

Application submitted

10<sup>th</sup> March, 1954

making Application

Shipping Editor

Owner

Hollandsche Zeereederij

Cargo

Timber

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Bayonne for London on the 31<sup>st</sup> January 1954 and passed Ushant on the 3<sup>rd</sup> February.

Crew 11 including Master, Officers and — Apprentices

Number of days out

Days

1953 From last report to 10<sup>th</sup> March 1954-35

From last report to 17<sup>th</sup> March 1954-42

Bayonne for London

REMARKS—

Fitted wireless telephone

JOSIEN.—North Foreland Radio, Feb. 10. —Following received from Scheveningen Radio at 11 20 a.m., G.M.T., to-day: Dutch motor vessel Josien, Bayonne for London, is overdue. Ship passed Ushant on Feb. 3. Ships are requested to keep look-out and report to Scheveningen Radio.

Rotterdam, Feb. 10. — Motor vessel Josien: The latest report received by the owners states that vessel passed Ushant on Feb. 3, in heavy weather, bound London, having lost five standards of deckload of timber. Owners still hopeful as vessel carries full cargo of timber and wireless may be defective and master may have had no other opportunity to report.—Lloyd's Agents.

L.L. 11-2-54

Land's End Radio, Feb. 11.—Following received from Brest-Le Conquet Radio at 12 52 p.m., G.M.T.: Following received from French turbo-electric tanker Nivose: At 11 45 a.m., G.M.T., in position lat. 49 5 N., long. 4 17 W., passed several drifting pieces of wood. Aeroplane seen searching. At 12 14 p.m., G.M.T., sighted a lifeboat rudder floating.

L.L. 12-2-54

JOSIEN.—Land's End Radio, Feb. 14. —Following received from Scheveningen Radio at 9 29 p.m., G.M.T.: Dutch motor vessel Josien, from Bayonne to London, cargo wood, passed Ushant on Feb. 3, and overdue: Dutch motor vessel Tide reported at 1 15 p.m.: Passed in position seven miles south-east of Start Point a large trunk, eight metres long and 40 centimetres in diameter, on one side painted with horizontal strip and marked with white painted figures "17." In same position, covering a three mile area, planks observed, lengths about two yards. (See issue of Feb. 11.)

Land's End Radio, Feb. 15. —Following received from H.M.S. Pluto: Please pass to Scheveningen Radio: Reference your XXX, H.M.S. Pluto investigated and found hatch covers and boat's rudder, unmarked, bearing 172 deg. Berry Head 11 miles.

L.L. 16-2-54

JOSIEN.—Land's End Radio, Feb. 15.—Following received from Coastguard at St. Just at 7 29 p.m., G.M.T.: Reference Scheveningen Radio XXX of the missing Dutch motor vessel Josien: Inquiries made and vessel is not in any harbour from Hayle, Cornwall, to Ramsgate, Kent. (See also "Wreckage Recovered" under "Weather and Navigation.") (See issue of Feb. 13.)

Brest, Feb. 15.—Ships off the north-west coast of France were asked to-day to search for the Dutch motor vessel Josien, which has been missing since Feb. 3. It is feared she may have struck a reef. The Dutch Embassy in Paris has asked for coastal stations to be alerted.—Reuter.

Rotterdam, Feb. 15.—No news from Dutch motor vessel Josien has so far been received and anxiety for her safety has increased.

L.L. 17-2-54

#### WRECKAGE RECOVERED

Plymouth, Feb. 16.—The following are particulars of the wreckage found by H.M.S. Pluto in approximate position 138 deg. from Berry Head, distant 9 miles, which has been landed at H.M. Dockyard, Devonport, and is now on board H.M.S. Porlock Bay in the North Yard, Devonport Dockyard: One hatch cover, one plank 9 ft. by 15 in. by 2 in., painted dark grey, one boat rudder top, varnished, one plank 5 ft. 6 in. by 2 in., marked "FL", one packing-case or box 2 ft. 6 in. by 1 ft. 6 in. by 1 ft., no markings, one boat's bottom board painted white, marked "VB", 20 pieces of timber of various lengths, unmarked, one packing case or box 3 ft. by 2 ft. 6 in. by 2 ft. 6 in., marked "From Signal Supply Officer PHILA SIG, Depot 22 Lehigh Av. Philadelphia T.A./CAD to arrive 3/10 ss. "Midhurst" WP (2 P) Rotterdam ships stores in transit radio tubes 27 N 1/22." (Note.—Above wreckage may possibly be from the motor vessel JOSIEN, which see under "Overdue Vessel.")

L.L. 17-2-54

JOSIEN.—London, Feb. 17.—In reply to inquiry, Lloyd's Agent at Guernsey writes under date of Feb. 15: There is no news here of motor vessel Josien. Lloyd's Agent at Cherbourg also replies under date of Feb. 15: Dutch motor vessel Josien has not been traced in this district. (See issue of Feb. 17.)

L.L. 18-2-54

JOSIEN.—London, Feb. 19.—In reply to inquiry, Lloyd's Agents at Brest write under date of Feb. 17: No news of Dutch motor vessel Josien has been received here since Feb. 3. (See issue of Feb. 18.)

London, Feb. 19.—The owners of the motor vessel Josien write from Rotterdam under date of Feb. 18: We have had no contact with the crew and ship, and consider it certain that all members of the crew and ship are lost.

L.L. 20-2-54

#### DERELICTS AND WRECKAGE

Plymouth, Feb. 19. — Further to my report of Feb. 16, information now received from naval sources through Receiver of Wreck at Plymouth of area approximately 2½ square miles in position 73 deg. Berry Head 12 miles, containing many baulks of timber estimated 12 ft. long.—Lloyd's Agents. (See "Wreckage Recovered" under "Weather and Navigation" in issue of Feb. 17.)

L.L. 20-2-54

JOSIEN.—London, Feb. 20.—In reply to inquiry, the owners of Dutch motor vessel Josien write from Rotterdam under date of Feb. 17: The trunk marked with a stripe and the figures "17", which was observed by motor vessel Tide, might be from the cargo carried under deck on board the Josien, but is a meagre indication. (See issues of Feb. 16 and 20.)

London, Feb. 20.—In reply to inquiry, Lloyd's Agent at St. Malo writes under date of Feb. 17: No news of motor vessel Josien has been received in this district.

L.L. 22-2-54

#### CARGO RECOVERED

Bridport, Feb. 23.—A large number of boards, thought to be mahogany, of various lengths and breadths, averaging approximately 1½ in. thick, are being washed ashore between Beer Head and Portland Bill. Some of the boards, which appear to be tree trunks sawn vertically, are marked with a painted blue spot on the ends. Also, a large quantity of deals of various sizes, marked "C.F.L." with a design, in green, are being washed up.—Lloyd's Agents.

L.L. 25-2-54

JOSIEN.—London, Feb. 25. — In reply to inquiry, Lloyd's Agents at Granville write under date of Feb. 23: No news of motor vessel Josien has been received in this district. (See issue of Feb. 22.)

L.L. 27-2-54

JOSIEN.—Weymouth, Feb. 25.—A considerable quantity of timber, alleged to be from Dutch motor vessel Josien, is being washed ashore between Lyme Regis and Abbotsbury during the last two days. Most of the timber is in the area controlled by the Receiver of Wreck, Custom House, West Bay, Bridport, but about 200 planks are lying at Abbotsbury. (See issue of Feb. 27.)

London, Mar. 1.—In reply to inquiry with reference to wreckage which has been washed ashore between Beer Head and Portland Bill recently, the owners of motor vessel Josien state that the large quantity of deals marked "C.F.L." with a green design obviously belong to the cargo of the Josien, shipped on her deck under B/L No. 3. (Note.—See "Cargo Recovered" under "Weather and Navigation" in issue of Feb. 25.)

L.L. 2-3-54

#### CARGO RECOVERED

Portsmouth, Mar. 9.—Sixteen beechwood planks, 16 ft. by 1 ft. 6 in. by 1½ in., supposed value £35, were found off Start Point on Feb. 16 and are now lying at the New Landing, H.M. Dockyard, Portsmouth. Fourteen beechwood boards, 9 ft. by 2 ft., were also found 20 miles E. of Berry Head on Feb. 18 and are now lying at the Customs Watchhouse, Bath Square, Portsmouth. (Note.—Above timber is possibly from Dutch motor vessel JOSIEN, which see under "Overdue Vessel" in issue of Mar. 2.)

L.L. 11-3-54

#### TIMBER RECOVERED

Southampton, Mar. 20.—Three hundred and sixty-eight beech planks, varying in size from 10 ft. to 15 ft. long, 1 ft. to 1 ft. 8 in. wide and 1 in. to 1½ in. thick, some bearing blue paint marks, 1092 deal boards, varying in size from 8 ft. to 10 ft. long, 1 ft. to 1 ft. 6 in. wide and approximately 3 in. thick, three pieces of oak, approximately 8 ft. by 6 in. by 1 in., and 721 miscellaneous pieces of timber, 10 ft. to 20 ft. long, 1 ft. to 1 ft. 8 in. wide and 3 in. thick, were found off beaches between Charmouth and Weymouth between Feb. 22 and Mar. 1 and are now lying at the Custom House, West Bay, Bridport. Thirty planks of timber, in poor condition, were found at Weymouth on Feb. 23 and are now lying at the Custom House, Weymouth. (Note.—The above timber is possibly from Dutch motor vessel JOSIEN, which was posted at Lloyd's as a Missing Vessel on Mar. 17.)

L.L. 23-3-54

#### TIMBER RECOVERED

Newhaven, Apr. 24. — A quantity of softwood, mostly unmarked but some marked "C.F." and "L", separated by a brown design in red, green and blue, estimated value £50 to £60, was found between Rottingdean and Birling Gap between Mar. 31 and Apr. 4, and is now lying at Harbour Station, Newhaven.

L.L. 27-4-54



*Maristella,*  
(Italian steamer)

358 Tons Gross

196 Tons Net

Date } 1920.  
Built }Classification *Not classed.*

of Rome Master - Gaspare Cocco  
Erchie, Salerno, for Bagnoli

Application submitted

10<sup>th</sup> March 1954.

REMARKS—

*Not fitted wireless*

making Application

*Shipping Editor*

MARISTELLA.—Naples, Feb. 13.—Italian  
steamer Maristella, 358 tons gross,  
Salerno for Bagnoli, is overdue.

L.L. 15-2-54

Owner

*Enrico Conti Vecchi*

MARISTELLA.—Naples, Feb. 13.—Motor  
vessel (? steamer) Maristella, 358 tons  
gross, owned by Enrico Contivecchi, of  
Rome, and managed by Messrs. Barracu,  
of Civitavecchia, normally trading  
between Erchie, Salerno and Bagnoli,  
left Erchie on Jan. 31 with a full cargo  
of limestone for Bagnoli. The vessel has  
not arrived at Bagnoli and there has  
been no news of her. She has no radio  
apparatus and carried master and a crew  
of 10 men. (See issue of Feb. 15.)

L.L. 16-2-54

Cargo

*Limestone*

MARISTELLA. — Naples, Feb. 20. —  
Steamer Maristella must be considered  
a total loss. Motor fishing vessel  
Quattro Fratelli, Torre Astura for  
Anzio, found a rubber raft belonging to  
the Maristella about eight miles from  
the coast on Feb. 13. The owner of  
the Maristella states that the vessel  
carried a crew of eight men, including  
the master, not a crew of 10 men as  
before reported. (See issue of Feb. 16.)

L.L. 23-2-54

Insurance effected at

—

} on Vessel

—

} on Cargo

Latest Account

*Sailed from Erchie, Salerno, for  
Bagnoli on the 31<sup>st</sup> January 1954*

Crew 8 including Master, Officers and — Apprentices

Number of days out

Days

*From sailing to 10<sup>th</sup> March 1954 - 38*

*From sailing to 17<sup>th</sup> March 1954 - 45*

COMMITTEE'S DECISION—

*On the Board - 10<sup>th</sup> March 1954*

*Posted Missing - 17<sup>th</sup> March 1954*



No. 3901

*Quiet Waters*, of Peterhead. Master - J. Stephen  
 (British motor fishing vessel) (PD. 275)  
 55 Tons Gross Date }  
 55 Tons Net Built } 1953  
 Classification Not classed.

Application submitted

REMARKS—

21<sup>st</sup> April 1954

Fitted wireless.

Member making Application

QUIET WATERS. — Peterhead, Apr. 4. — Motor fishing vessel Quiet Waters, of Peterhead, proceeded to the fishing grounds on Monday, Mar. 29, and has not returned. This is causing much anxiety and several fishing vessels left here last night to search for her.

L.L. 5-4-1954

James H. Blackmore, Esq.

QUIET WATERS. — London, Apr. 5. — An aircraft and many fishing vessels searched all day yesterday for the Peterhead motor fishing vessel Quiet Waters. Nothing has been heard of the vessel since Tuesday (Mar. 30). The skipper is Mr. Tom Stephen and there is a crew of nine. The Quiet Waters left Peterhead on Monday (Mar. 29) with other vessels for herring grounds about 180 miles ENE. of the port. The next day she was in touch by radio with the Peterhead fishing vessel Morning Star. Peterhead vessels which returned on Friday and Saturday reported very bad weather on the herring grounds. — "The Daily Telegraph & Morning Post." (See issue of Apr. 5.)

L.L. 6-4-1954

Owner

Messrs Thomas Stephen and William MacKenzie Stephen.

QUIET WATERS. — Peterhead, Apr. 4. — Motor fishing vessel Quiet Waters, PD 275, which left here on Mar. 29 and was due to return on Apr. 3, has been reported overdue. Search by aircraft yesterday and to-day was without result and has now been abandoned. Six motor fishing vessels left harbour on Saturday evening (Apr. 3) for the position, 180 miles ENE. of Peterhead, and are still searching in the vicinity. (See issue of Apr. 6.)

Cargo

Insurance effected at

The United Scottish Insurance Co., Ltd.

on Vessel

on Cargo

Peterhead, Apr. 6. — Motor fishing vessel Quiet Waters: Bloomfield Fish Sales Co. report that motor fishing vessel Lunar Bow picked up and identified parts of wreckage of Quiet Waters in position 190 miles ENE. of Peterhead at 9.7 p.m. yesterday.

Peterhead, Apr. 6. — Wreckage picked up by several Peterhead fishing vessels yesterday is believed to confirm that the fishing vessel Quiet Waters has been lost with all hands.

London, Apr. 5. — Wreckage of the Peterhead fishing vessel Quiet Waters has been found in the North Sea, according to a radio message picked up to-night by motor fishing vessel Spes Firma in Peterhead harbour. The message was sent by skipper Joseph Buchan of the fishing vessel Spes Melior, searching the area. The message stated that the Peterhead fishing vessel Lunar Bow had picked up a large part of the wheelhouse with the builders' name plate on it, a fish box stamped with the name of the vessel, a deck cover and deck gratings.

L.L. 7-4-1954

QUIET WATERS. — London, Apr. 8. — In reply to inquiry, Lloyd's Sub-agents at Peterhead write under date of Apr. 6: Fishing vessel Quiet Waters, PD 275, is owned and managed by Messrs. Thos. Stephen and William MacKenzie Stephen, of Bath House, Peterhead, and was skippered by Thomas Stephen. The vessel was built in 1953, of 55.01 tons gross, and had a crew of nine. (See issue of Apr. 7.)

L.L. 9-4-1954

Latest Account

Sailed from Peterhead for fishing grounds about 180 miles ENE. of Peterhead on the 29<sup>th</sup> March 1954 and reported by wireless on the 30<sup>th</sup> March

Crew 9 including Master, Officers and — Apprentices

Number of days out

Days

COMMITTEE'S DECISION—

From last report to 21<sup>st</sup> April 1954 — 22On the Board — 21<sup>st</sup> April 1954From last report to 28<sup>th</sup> April 1954 — 29Posted Missing — 28<sup>th</sup> April 1954



# Tatsuwa Maru of Nishinomiya.

(Japanese steamer)

Master - Shizuo Torigoe.

6312 Tons Gross

Date } 1937.

Built }

3776 Tons Net

Classification

Maulmain and Pulo Bukom for Kobe

American Record A1. Last survey November 1953.

Application submitted

30<sup>th</sup> June 1954

REMARKS—

Fitted wireless

making Application

Shipping Editor

Owner

Shinnihon Kisen K.K.

Cargo

Rice

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Maulmain on the 2<sup>nd</sup> May 1954 and from Pulo Bukom on the 6<sup>th</sup> May for Kobe and reported by wireless, in distress, in lat. 15 N, Long 111 E. on the 10<sup>th</sup> May.

Crew 50 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 30<sup>th</sup> June, 1954 - 51From last report to 7<sup>th</sup> July, 1954 - 58

COMMITTEE'S DECISION—

On the Board - 30<sup>th</sup> June, 1954Posted Missing - 7<sup>th</sup> July, 1954

**TATSUWA MARU.**—Tokyo, May 10.—The Shinnihon Kisen K.K. stated to-day in Tokyo that their steamer Tatsuwa Maru had radioed from the South China Sea that three hatches had been broken by heavy seas, water had penetrated the holds and an oil pump on deck had been broken. A company spokesman said he could not say whether the vessel was in danger of sinking. The Tatsuwa Maru, which has a crew of 49 and 4000 tons of Burmese rice on board, is on voyage to Kobe (from Maulmain). An earlier SOS received in San Francisco said that the vessel was in distress 500 miles west of Manila. The tank steamer Pioneer Valley was reported to be going to the vessel's assistance. —British United Press.

L.L. 12-5-54.

**TATSUWA MARU.**—Tokyo, May 13.—Japanese Coastguard headquarters said to-day that they had been unable to make contact with the Japanese steamer Tatsuwa Maru, with a crew of 51, since receiving a distress signal from her three days ago, saying she was waterlogged in the South China Sea. She was in an area hit by a typhoon, and it is believed her radio equipment may have been damaged. —Reuter. (See issue of May 12.)

L.L. 14-5-54.

**TATSUWA MARU.**—Tokyo, May 16.—Fears are increasing for the safety of Japanese steamer Tatsuwa Maru, which was heavily damaged by a storm early last week in the South China Sea. She reported last Monday (May 10) that three of her hatches had been broken by heavy seas and water had penetrated the holds. She said her position was near the Paracel Islands, midway between Saigon and Hongkong. On Tuesday morning she said she was not in danger, since when there has been no word from the vessel. United States Navy planes gave up their search for the vessel yesterday. On Friday, one plane reported spotting an oil slick near where the Tatsuwa Maru had sent her distress message. —British United Press. (See issue of May 14.)

L.L. 17-5-54.

**TATSUWA MARU.**—Kobe, May 18.—The owners of steamer Tatsuwa Maru, master Shizuo Torigoe, crew 50, report that the vessel sailed from Singapore on May 6 with 7000 tons of Burmese rice. When approximately 1000 miles out, she encountered a severe typhoon with winds up to 75 m.p.h. A distress signal sent on May 10, stating position lat. 15 N, long. 111 E, course 135 true, speed 10 knots, was picked up by motor vessel Tokyo Maru at 7 30 a.m., May 11, which anticipated reaching location in forenoon of May 12. Steamer Oesan Maru and motor vessel Fujiharu Maru also proceeded. Tokyo Maru reached the location at noon on May 12 and the other two vessels in the afternoon. The three vessels searched until late on May 14, then the owners requested American Navy planes to assist. (See issue of May 17.)

L.L. 19-5-54.

**TATSUWA MARU.**—Manila, May 17.—United States Naval Headquarters at Sangley Point have called off the search for the missing steamer Tatsuwa Maru. Planes from aircraft carriers Boxer and Philippine Sea searched 5000 square miles, starting last Thursday night (May 13) when the vessel radioed that four holds were flooded. United States aircraft have rescued seven survivors. —New York Maritime Association. (See issue of May 19.)

Kobe, May 21.—Steamer Tatsuwa Maru: Owners have no further news.

L.L. 22-5-54.

**TATSUWA MARU.**—London, May 22.—In reply to inquiry asking for confirmation that seven survivors had been picked up from steamer Tatsuwa Maru and for any further news, Lloyd's Agents at Manila cabled to-day: No trace of Tatsuwa Maru nor survivors by 50 United States planes after search of two areas, lat. 12 05 N. to lat. 13 55 N., long. 113 8 E. to long. 114 13 E., and lat. 14 15 N. to lat. 16 40 N., long. 111 28 E. to long. 113 7 E. Survivors mentioned in your cable are from Chinese fishing vessels. (See issue of May 22.)

L.L. 24-5-54.

**TATSUWA MARU.**—Kobe, June 1.—The owners of steamer Tatsuwa Maru report that no further trace of vessel or crew has been found to date. Two other vessels of the owners, steamer Tatsuharu Maru and motor vessel Hiyebaru Maru, will endeavour to retrace the course of the Tatsuwa Maru in an attempt to locate some trace of the vessel. (See issue of May 24.)

L.L. 9-6-54.



# General San Martin, of Buenos Aires

(Argentine steamer).

9589 Tons Gross

Date } 1918.  
Built }

6028 Tons Net

Classification Bureau Veritas Div. I. Last survey 1/54.

Master Félix Maria Guerrini

Buenos Aires and Bahía Blanca for San Antonio.

Application submitted

20<sup>th</sup> October 1954.

REMARKS—

Fitted Wireless

making Application

Shipping Editor

Owner

Compania de Navegacion  
Geamar, S.R.L.

Cargo

Wheat (in bulk and bags) and general.  
(including bales of wool, tallow in casks, yerba mate in  
bags, asphalt in bags and lard in cans)

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Buenos Aires on the 28<sup>th</sup> August,  
1954, and from Bahía Blanca on the  
4<sup>th</sup> September and reported sailing from  
the Gulf of Penas on the 12<sup>th</sup> September  
bound for San Antonio.

Crew 54 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 20<sup>th</sup> October 1954 — 38.

From last report to 27<sup>th</sup> October 1954 — 45.

COMMITTEE'S DECISION—

On the Board — 20<sup>th</sup> October 1954

Posted Missing — 27<sup>th</sup> October 1954.

**GENERAL SAN MARTIN.**—Valparaiso, Sept. 21.—Steamer General San Martin: Port authorities report last message received stated vessel passed San Pedro Lighthouse on Sept. 11 for San Antonio. Since then vessel does not reply to any of the radios sent her. Port authorities now searching with planes, patrol boats and destroyers.

Santiago, Chile, Sept. 21.—The Chilean Navy has been asked to search for the Argentine steamer General San Martin, which was due to arrive at San Antonio on Friday (Sept. 17) with a cargo of wheat (from Buenos Aires). Nothing has been heard from the vessel since she passed the Gulf of Penas on Sept. 11.—Reuter.

L.L. 22-9-54

**GENERAL SAN MARTIN.**—Santiago, Chile, Sept. 22.—Large quantities of oil are reported floating opposite the Tres Montes Peninsula near the Raper Lighthouse, near where the Argentine steamer General San Martin was last reported.—Reuter. (See issue of Sept. 22.)

L.L. 23-9-54

**GENERAL SAN MARTIN.**—Santiago, Chile, Sept. 22.—Air Force planes are searching for the Argentine steamer General San Martin, which is five days overdue on voyage from Argentina to Chile with a cargo of 10,500 tons of wheat. The vessel has a crew of 54.—Exchange Telegraph Company. (See issue of Sept. 23.)

Buenos Aires, Sept. 23.—Steamer General San Martin, 6028 tons net, Bahía Blanca for San Antonio, where expected Sept. 16, reported overdue.

Concepcion, Chile, Sept. 23.—Steamer General San Martin: No news.

Valparaiso, Sept. 23.—Steamer General San Martin: Port authorities continue searching, results so far unsuccessful. Off the coast near Raper Lighthouse oil has been found, parts of a hatchway, ladder and one oar.

L.L. 24-9-54

**GENERAL SAN MARTIN.**—Valdivia, Sept. 23.—Steamer General San Martin, from Argentina en route to San Antonio, Chile, with wheat in bulk: Last message received on Sept. 12 at 9 p.m. reporting pilot given charge back to master after sailed from channels in Gulf of Penas. Reports indicate oars, pieces of lumber and diesel oil seen around Cape Raper presumably hers, all lost. (See issue of Sept. 24.)

Santiago, Chile, Sept. 23.—A lighthouse to the north of the Gulf of Penas, where the steamer General San Martin was last heard of, has reported sighting wreckage two miles to the north. The wreckage, believed to be from the missing vessel, consists of three hatchway covers and parts of a superstructure. All ships have been called off the search except one patrol vessel, supported by aeroplanes.—Reuter.

L.L. 25-9-54

**GENERAL SAN MARTIN.**—Santiago, Chile, Sept. 25.—Chilean Navy patrol vessel Leucoton to-day searched for survivors of the 54 crew of the Argentine steamer General San Martin, which disappeared nearly a fortnight ago. A Chilean Air Force plane has sighted what seems to be an empty lifeboat from the vessel stranded on the west coast of the Tres Montes Peninsula two miles north of Cape Raper. It is believed the vessel may have capsized when her cargo of wheat became unsettled in rough seas. The Leucoton reported sighting a gangway ladder, loose timbers and several oars.—Reuter. (See issue of Sept. 25.)

L.L. 27-9-54

**GENERAL SAN MARTIN.**—New York, Sept. 24.—A Press report, dated Valparaiso, Sept. 23, states: Shipping men abandoned hope to-day for the steamer General San Martin. Merchant Marine Headquarters speculate that the cargo shifted and the vessel sank off Raper Lighthouse. Searchers have found some life preservers. (See later report in issue of Sept. 27.)

L.L. 28-9-54

**GENERAL SAN MARTIN.**—Santiago, Chile, Sept. 27.—The Chilean authorities have ordered an intensified search for possible survivors of the steamer General San Martin. Patrol vessel Leucoton will explore inlets where survivors may have gone ashore on the lonely Tres Montes Peninsula, especially the San Andres Bay area. An empty lifeboat was reported near Cape Raper three days ago. The master of motor vessel Rio Jachal (?) reported yesterday seeing a wooden pen and bodies of animals floating in the water near San Antonio, Chile, which might have come from the missing vessel.—Reuter. (See issue of Sept. 28.)

L.L. 29-9-54

**GENERAL SAN MARTIN.**—London, Oct. 5.—In reply to inquiry, Lloyd's Agents at Valparaiso write under date of Sept. 29: Port Authorities have now abandoned all search for Argentine steamer General San Martin. (See issue of Sept. 29.)

Santiago, Chile, Oct. 4.—The Chilean patrol vessel Leucoton is continuing her search for survivors of the 54 crew of the Argentine steamer General San Martin, which disappeared about three weeks ago. Naval authorities reported here to-day.—Reuter.

L.L. 6-10-54

**GENERAL SAN MARTIN.**—London, Oct. 15.—In reply to inquiry the owners of the steamer General San Martin write from Buenos Aires under date of Oct. 7: We have no news of the General San Martin and presume her lost. The name of her master was Félix Maria Guerrini and her crew numbered 54. The vessel carried a cargo of wheat in bulk and bags and general cargo, including bales of wool, tallow in casks, bags of yerba mate, bags of asphalt and lard in cans. With regard to the wreckage found near Cape Raper we are sorry to inform you that the same has not been identified as belonging to the General San Martin. (See issue of Oct. 6.)

L.L. 16-10-54



*Sadikzadenazim*, of Istanbul.  
 (Turkish steamer)  
 1300 Tons Gross  
 768 Tons Net  
 Date } 1912  
 Built }  
 Classification } *Norske Veritas* + 1A1  
 Master - Mehmet Ulsever.  
 Zonguldak for Istanbul.

Application submitted

20<sup>th</sup> October 1954.

making Application

Shipping Editor

Owner

*Sadikzade Nazim Ogullari Vapurculuk*  
*Komandit Sirketi.*

Cargo

Coal (2000 tons)

Insurance effected at

*Istanbul by French companies* } on Vessel  
*"La Concorde" and "La Foncière"* }  
 — } on Cargo

Latest Account

*Sailed from Zonguldak on the*  
*24<sup>th</sup> September 1954 for Istanbul.*

Crew 20 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 20<sup>th</sup> October 1954 - 26From sailing to 27<sup>th</sup> October 1954 - 33

REMARKS—

Fitted Wireless

**SADIKZADENAZIM.**—Istanbul, Sept. 28.  
 —Steamer Sadikzadenazim, Zonguldak for Istanbul with 2000 tons of coal, is three days overdue. Presumed lost with 22 members of crew on Sept. 25 during violent north-west storm.

L.L. 29-9-54

**SADIKZADENAZIM.**—Aksaray, Turkey, Sept. 29.—The owners of the steamer Sadikzadenazim, missing in the Black Sea, stated to-day that it was presumed that the ship had sunk with all hands. Aircraft to-day abandoned a search for the vessel, which had a crew of 19 and was carrying coal from Zonguldak to Istanbul.—Reuter. (See issue of Sept. 29.)

L.L. 1-10-54

**SADIKZADENAZIM.**—Istanbul, Sept. 28.  
 —Steamer Sadikzadenazim left Zonguldak late on Sept. 24 with 2000 tons of coal for Istanbul. During the night a violent storm with torrential rain arose and continued until the early hours of Sept. 26. The vessel was due here on Sept. 25 but was last night reported overdue and all attempts to communicate with her by wireless have been unsuccessful. Two corpses, wearing lifebelts marked "s/s Sadikzadenazim" have been seen near Kandra. (See issue of Oct. 1.)

L.L. 2-10-54

**SADIKZADENAZIM.**—London, Oct. 8.—In reply to inquiry the owners of the steamer Sadikzadenazim write from Istanbul under date of Oct. 6: Sadikzadenazim, with a crew of 20 and a cargo of coal, left Zonguldak on Sept. 24 and up till now we have received no news of her and our authorities have considered her as sunk. The name of the master was Mehmet Ulsever. (See issue of Oct. 2.)

L.L. 9-10-54.

COMMITTEE'S DECISION—

On the Board - 20<sup>th</sup> October 1954Posted Missing 27<sup>th</sup> October 1954



No. 3905.

Vincenzo Onorato, of Naples.

(Italian motor vessel.)

Master - Giuseppe Feola.

Naples for Cagliari

209 Tons Gross

Date } 1911

Built }

117 Tons Net

Classification Registro Italiano 100 A-1.-1. Last survey August 1953.

Application submitted

27<sup>th</sup> October 1954.

REMARKS—

Not fitted wireless

making Application

Shipping Editor

Owner

Achille Onorato, fu Vincenzo.

Cargo

General.

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Naples for Cagliari  
on the 6<sup>th</sup> October, 1954.

Crew 8 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to 27<sup>th</sup> October 1954 - 21.From sailing to 3<sup>rd</sup> November 1954 - 28.

COMMITTEE'S DECISION—

On the Board - 27<sup>th</sup> October 1954.Posted Missing - 3<sup>rd</sup> November 1954.

VINCENZO ONORATO. — Cagliari, Oct. 11.—Italian naval craft and seaplanes are to-day searching the Mediterranean between the Italian mainland and Sardinia for the Italian motor vessel Vincenzo Onorato, with a crew of eight, missing for the past three days. The vessel was due at Cagliari last Friday (Oct. 8) two days after leaving Naples. A storm swept the sea at the time. The ship has no radio.—Reuter.

L.L. 12-10-54.

VINCENZO ONORATO. — Genoa, Oct. 12.—Cagliari Sub-agent reports: Motor vessel Vincenzo Onorato, port of registry Torre de Greco, which left Naples on Oct. 6 bound to Cagliari, has not arrived at destination. All searches fruitless, presumed wrecked. (See issue of Oct. 12.)

L.L. 13-10-54.

VINCENZO ONORATO. — London, Oct. 20.—In reply to inquiry, the owner of motor vessel Vincenzo Onorato writes from Naples under date of Oct. 18: Motor vessel Vincenzo Onorato, port of registry Naples, master Giuseppe Feola, left Naples on Oct. 6 for Cagliari with a full general cargo. From that time no news of her received. After two days' search, some of her cargo was sighted floating 50 miles from Cagliari. It is presumed that the vessel was wrecked owing to bad weather. (See issue of Oct. 13.)

L.L. 21-10-54.



Faidherbe

(British steam tug).

260 Tons Gross

Tons Net

Date } 1942.  
Built }

Last survey 1/54

Classification Bureau Veritas

British temporary certificate issued by British Consul at Dakar)

Master - Wm. Hearle

Dakar for Fremantle.

Application submitted

10<sup>th</sup> November 1954

making Application

Shipping Editor

Owner

The Adelaide Steamship Co., Ltd.

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Dakar on the 6<sup>th</sup> August 1954 and from Cape Town on the 24<sup>th</sup> October for Mauritius and Fremantle and reported off Cape Agulhas, in distress, on the 26<sup>th</sup> October.

Crew 14 including Master, Officers and Apprentices.

Number of days out

Days

From last report to 10<sup>th</sup> November 1954 - 15

From last report to 17<sup>th</sup> November 1954 - 22

REMARKS—

Fitted Wireless

FAIDHERBE.—London, Aug. 18.—The owners of tug Faidherbe report that the vessel, which left Dakar on Aug. 6 for Fremantle, arrived at Monrovia on Aug. 10 with boiler feed pump trouble. She left there on Aug. 17 for Lagos for repairs.

L.L. 19.8.54

FAIDHERBE.—Lagos, Sept. 17.—Tug Faidherbe arrived here on Aug. 21 and left to-day for Cape Town. (See issue of Aug. 19.)

L.L. 20.9.54

FAIDHERBE.—Cape Town, Oct. 13.—Tug Faidherbe, bound Australia from Dakar, arrived here last week-end and reported heavy weather damage on deck. The vessel is also to be cleaned and painted before continuing her voyage.

L.L. 10.10.54

FAIDHERBE.—Cape Town, Oct. 20.—According to the local Press, tug Faidherbe has boiler defective owing to leaking rivets. The vessel will remain here for a further five days for examination of the defective boiler. (See issue of Oct. 19.)

Cape Town, Oct. 25.

—Tug Faidherbe left here on Oct. 24 for Mauritius.

Cape Town, Oct. 25.

—Agents advise that master of tug Faidherbe reports engine breakdown owing to serious boiler leakage and requests tug assistance to Mossel Bay from present position, eight miles south-east of Cape Agulhas.

Cape Town, Oct. 25.

Tug Faidherbe: Arrangements made for harbour tug S. G. Stephens to proceed to-night with view to towing to Mossel Bay, where repairs can be effected.

L.L. 26.10.54

FAIDHERBE.—Port Elizabeth, Oct. 26.—Tug Faidherbe to-day sent out a distress signal saying she had developed a heavy list.—Reuter. (See issue of Oct. 26.)

L.L. 27.10.54

FAIDHERBE.—Cape Town, Oct. 26.—Agents advise that master of tug Faidherbe reports vessel listing heavily, tug S. G. Stephens expected to contact between 8 p.m. and 9 p.m. to-day. Aeroplane now dispatched by agents to assist search. (See issue of Oct. 27.)

Cape Town, Oct. 27.

Tug Faidherbe: Port Captain reports that aircraft searching reports seeing oil on water in position lat. 34 32 S., long. 21 32 E. Tug S. G. Stephens reports sighting wreckage and presumed Faidherbe foundered.

L.L. 28.10.54

FAIDHERBE.—Cape Town, Oct. 28.—Tug Faidherbe presumed foundered about 50 miles off Mossel Bay at approximately 2 p.m. on Oct. 26 with loss of all crew. Search by aircraft and tug S. G. Stephens abandoned at 7.30 p.m. yesterday. Oil patches and lifeboat wreckage sighted in vicinity but not identifiable. (See issue of Oct. 28.)

Mossel Bay, Oct. 28.

Tug Faidherbe: Vessel sent in search returned and reports having passed a quantity of wreckage. Presumed tug foundered and all on board lost.

L.L. 29.10.54

FAIDHERBE.—Cape Town, Oct. 28.—Captain Hawes, of the tug S. G. Stephens, which had been searching for the tug Faidherbe, said that an emergency lifeboat transmitter had been picked up.—British United Press. (See issue of Oct. 29.)

L.L. 30.10.54

FAIDHERBE.—Cape Town, Oct. 29.—Tug Faidherbe: A lifebelt bearing the name "Faidherbe" was washed on to the beach at Still Bay, near here to-day, together with a lifeboat mast, an oar and two oil drums. A lifeboat has been seen drifting toward the bay. Police searches have so far failed to discover any bodies.—British United Press. (See issue of Oct. 30.)

Cape Town, Oct. 30.

Tug Faidherbe: Tug S. G. Stephens has brought back an emergency radio transmitter recovered from sea. Inquiries being made in London to trace whether serial number agrees with lifeboat set on Faidherbe.

L.L. 1.11.54

FAIDHERBE.—Mossel Bay, Oct. 28.—Tug Faidherbe: The master of tug S. G. Stephens reports that, in heavy seas approximately 50 miles from here, the following wreckage was encountered: Bilge keel of a lifeboat, bow of a lifeboat, tins of flares, tin of lifeboat biscuits, oars, wooden covers for lifeboat, odd pieces of timber, lifeboat tanks and an emergency transmitter for a lifeboat. The transmitter is a Marconi Salveta Class X portable lifeboat set, type 1110 B, serial No. 609. Steamers

Clan Stewart and Strategist, tug Macuti, frigate Transvaal and three aircraft also took part in the search, which has now apparently been abandoned, it being presumed that the Faidherbe foundered with the loss of all lives. (See issue of Nov. 1.)

L.L. 2.11.54

FAIDHERBE.—Cape Town, Nov. 1.—According to the local Press to-day, increasing quantities of wreckage from tug Faidherbe are washing ashore along the coast at Still Bay. From the damaged condition of the lifeboats and other equipment, it is thought that heavy seas struck the vessel when she was lying helpless in a trough of the waves. (See issue of Nov. 1.)

L.L. 6.11.54

FAIDHERBE.—London, Nov. 8.—In reply to inquiry, the owners of tug Faidherbe write from London under date of Nov. 5: We have to assume that the Faidherbe foundered off Mossel Bay on Oct. 26. Information received states that tug S. G. Stevens landed a Marconi Salveta portable boat wireless set and some unidentified wreckage on returning from search. Marconi, Ltd. confirm that the serial number of the Salveta set is that of the set supplied to the Faidherbe. We have no further information. (See issue of Nov. 6.)

L.L. 9

FAIDHERBE.—Cape Town, Nov. 15.—According to the local Press, wreckage from tug Faidherbe is still coming ashore. Drums of oil and paraffin, presumed to have been from stock carried on deck aft, have washed ashore and boxes of onions and some butter have been recovered. Wooden grating of the steering quadrant was washed ashore, also a lifejacket bearing the name of the vessel. (Note.—Faidherbe was posted at Lloyd's as a "Missing Vessel" on Nov. 17.)

L.L. 20.11.54

COMMITTEE'S DECISION—

On the Board - 10<sup>th</sup> November 1954

Posted Missing - 17<sup>th</sup> November 1954



*De Jonge Jochem*, (HD. 8), of Den Helder.  
*(Dutch motor fishing vessel)* Master - *W. A. Beijkers*  
 Den Helder for North Sea fishing grounds.

56 Tons Gross

Date } 1932

Built }

16 Tons Net

Classification *Not classed*

Application submitted

24<sup>th</sup> November, 1954

making Application

Shipping Editor

Owner

*H. Post.*

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

*Sailed from Den Helder for North  
 Sea fishing grounds on the  
 4<sup>th</sup> October 1954.*

Crew 5 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to the 24<sup>th</sup> November 1954-51From sailing to the 1<sup>st</sup> December 1954-55

REMARKS—

*Fitted wireless telephone.*

**JONGE JOCHEM.**—North Foreland Radio, Oct. 7.—Following received from Scheveningen Radio at 5 25 p.m., G.M.T.: Information required about fishing cutter Jonge Jochem, HD 8, which left Den Helder on Oct. 6 bound for fishing grounds near Diepegat. Ships are requested to keep a sharp lookout and report to Scheveningen Radio.

L. L. 9-10.54

**JONGE JOCHEM.**—Den Helder, Oct. 9.—All hope of finding the survivors from Dutch cutter Jonge Jochem, which vanished without trace in the North Sea during a storm on Wednesday night (Oct. 6), was abandoned here to-day. The cutter had five men on board at the time.—Reuter. (See issue of Oct. 9.)

North Foreland Radio, Oct. 10.—Following received from Scheveningen Radio at 8 48 a.m., G.M.T.: XXX (urgency signal) Oct. 7, 5 p.m., G.M.T., about fishing cutter Jonge Jochem, HD8, cancelled, ship remains missing.

L. L. 11-10.54

**DE JONGE JOCHEM.**—London, Nov. 12.—In reply to inquiry, Lloyd's Agents at Amsterdam write under date of Nov. 10: Sub-agent at Den Helder reports that fishing cutter De Jonge Jochem, HD8, (not JONGE JOCHEM as before reported) left Den Helder on Oct. 4 (not on Oct. 6 as before reported) and was lost on Oct. 6. No search for the lost vessel is now being made.

L. L. 13-11-54

COMMITTEE'S DECISION—

On the Board - 24<sup>th</sup> November 1954*Posted Missing - 1<sup>st</sup> December 1954.*



Hendrika (UK 174),

(Dutch motor fishing vessel.)

50 Tons Gross

16 Tons Net

Date

Built

1953.

Classification

Not classed.

of Urk

Master - H. Kapitein (born 26.3.1902)  
Urk for North Sea fishing grounds

Application submitted

24<sup>th</sup> November, 1954.

making Application

Shipping Editor

Owner

H. Kapitein (born 9.3.1902).

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Urk for North Sea  
fishing grounds on the 4<sup>th</sup> October,  
1954.

Crew 5 including Master, Officers and - Apprentices

Number of days out

Days

From sailing to the 24<sup>th</sup> November 1954 - 51.From sailing to the 1<sup>st</sup> December 1954 - 58

REMARKS—

Fitted wireless telephone.

HENDRIKA.—North Foreland Radio, Oct. 7.—Following received from Scheveningen Radio at 7 54 p.m., G.M.T.: Fishing cutter Hendrika, UK174, in neighbourhood of ST. 3 buoy (lat. 53 32 36 N., long. 4 2 24 E.) has not reported. Cutter has a white square sail aft. Ships are requested to keep a sharp lookout and report to Scheveningen Radio.

L.L. 9.10.54

HENDRIKA.—Den Helder, Oct. 9.—All hope of finding the survivors from the Dutch cutter Hendrika, which vanished without trace in the North Sea during a storm on Wednesday night (Oct. 6), was abandoned here to-day. The cutter had five men on board at the time. —Reuter. (See issue of Oct. 9.)

North Foreland Radio, Oct. 10.—Following received from Scheveningen Radio at 8 48 a.m., G.M.T.: XXX (urgency signal), Oct. 7, 7 30 p.m., G.M.T., about fishing cutter Hendrika, UK174, cancelled, ship remains missing.

L.L. 11.10.54.

HENDRIKA.—London, Nov. 15.—In reply to inquiry, Lloyd's Agents at Amsterdam write under date of Nov. 12: Search was made for fishing cutter Hendrika, UK 174, owner H. Kapitein, aged 52 years, skipper H. Kapitein, aged 37 years, which left Urk on Oct. 4, but the vessel could not be located. (See issue of Oct. 11.)

L.L. 16.11.54.

COMMITTEE'S DECISION—

On the Board 24<sup>th</sup> November 1954Posted Missing - 1<sup>st</sup> December, 1954



*Herold* (SS. 93), of *Schulau*.  
(German motor fishing vessel). Master - *A. Holke*.

69 Tons Gross

Date } 1943.  
Built }

21 Tons Net

Classification *Not classed.*

*Schulau and Cuxhaven for North Sea fishing grounds.*

Application submitted

24<sup>th</sup> November, 1954.

REMARKS—

*Not fitted wireless.*

making Application

*Shipping Editor.*

Owner

*A. Holke.*

Cargo

Insurance effected at

} on Vessel

} on Cargo

Latest Account

*Sailed from Schulau on the 30<sup>th</sup> September 1954, and from Cuxhaven on the 3<sup>rd</sup> October for North Sea fishing grounds and was reported in lat. 54 50 N. long. 4 15 E., on the 5<sup>th</sup> October.*

Crew 4 including Master, Officers and — Apprentices

Number of days out

Days

From last report to 24<sup>th</sup> November 1954-50.From last report to the 1<sup>st</sup> December 1954-57.

COMMITTEE'S DECISION—

On the Board 24<sup>th</sup> November 1954*Posted Missing - 1<sup>st</sup> December 1954.*

**HEROLD.**—Hamburg, Oct. 20.—For 10 days the Schulau fishing cutter Herold, SS 93, has been overdue. On board are the owner, Albert Holke, and three crew. The cutter had previously been on charter to Holke and this was his first voyage as owner. The vessel left Schulau on Sept. 30 and Cuxhaven on Oct. 3 to fish in the southern North Sea. On Oct. 6 and 7 conditions were very bad in the North Sea and since then there has been no trace of the vessel. The cutter had provisions on board for 14 days and as she did not return after

that time Frau Holke reported the vessel as overdue. All coast stations and ships have been alerted since Friday (Oct. 15) for any news of the cutter. The vessel was not in a position to make radio calls.—"Hamburger Abendblatt."

L. L. 26. 10. 54.

**HEROLD.**—London, Nov. 5.—In reply to inquiry, Lloyd's Agents at Hamburg write under date of Nov. 3: German Fishery Authorities state that German fishing cutter Herold was last sighted in position lat. 54 50 N., long. 4 15 E., on Oct. 5. There is no later news of the vessel. (See issue of Oct. 26.)

L. L. 6 11 54



*Reind* of Hamburg.

(German motor vessel)

157 Tons Gross

85 Tons Net

Date } 1893.

Built

Classification

*Germanischer Lloyd 100 A 4. Last survey 7-53.*

Master - *R. Wessels*

*Delfzyl for Neustadt.*

Application submitted

*24<sup>th</sup> November, 1954.*

making Application

*Shipping Editor*

Owners

*R. Hintelmann, R. Lubbert and  
R. J. Wessels.*

Cargo

*200 tons sheet metal and 30 tons  
poultry fodder.*

Insurance effected at

—

on Vessel

—

on Cargo

Latest Account

*Sailed from Delfzyl on the 6<sup>th</sup> October,  
1954 for Neustadt and was reported at  
Buoy 8 in the Oster Ems same day.*

Crew 4 including Master, Officers and — Apprentices

Number of days out

Days

*From last report to the 24<sup>th</sup> November, 1954. 49.*

*From last report to the 1<sup>st</sup> December, 1954. 56*

COMMITTEE'S DECISION—

*On the Board 24<sup>th</sup> November 1954*

*Posted Missing 1<sup>st</sup> December, 1954.*

REMARKS—

*Not fitted wireless*

REIND.—Cullercoats Radio, Oct. 7.—Following received from Norddeich Radio:

At 7 21 p.m., G.M.T.: Motor vessel Reind, short but broad vessel with high quarter deck and one mast, left Delfzyl yesterday morning bound for Brunsbittel (and Neustadt). Vessel not yet arrived at Brunsbittel but lifeboat marked "Reind" has been found at Langeoog. All ships on the way from the Dutch coast bound Weser and Elbe rivers are requested to keep a sharp lookout for motor vessel Reind or wreckage and survivors and report to Norddeich Radio.

At 9 23 p.m., G.M.T.: At 8 55 p.m., G.M.T., it was reported that one lifebelt without name and parts of hatches had drifted ashore on Baltrum Island.

Lifeboats Hans Hartmann and Lubeck have left to search for motor vessel Reind.

*L. L. 9. 10. 54*

REIND. — Amsterdam, Oct. 8. — Two German rescue boats have abandoned their search for the German motor vessel Reind, which is overdue between Delfzyl and Brunsbittel with a crew of four.—British United Press. (See issue of Oct. 9.)

*L. L. 11. 10. 54.*

REIND.—Aurich, Frisia, Oct. 12.—Bodies of two of the crew of the German motor vessel Reind were washed ashore on Norderney Island to-day, police reported.—Reuter. (See issue of Oct. 11.)

*L. L. 14. 10. 54*

REIND.—London, Nov. 1.—In reply to inquiry, Lloyd's Agents at Hamburg write under date of Oct. 29: Motor vessel Reind was last reported at 1 45 p.m. on Oct. 6 at Buoy 8 in the Oster Ems. On the following day, a report was received from Langeoog Island that a small boat, marked "Reind," and parts of a wheelhouse had drifted ashore. A day later a report was received from Baltrum Island that parts of hatches had drifted ashore. A piece of sheet metal from the cargo of the Reind drifted ashore on Langeoog Island and the bodies of two members of the crew were washed ashore on Norderney Island. The bodies of the master, Reinhard Wessels, and another member of the crew have not yet been recovered. The cargo of the Reind consisted of 200 tons of sheet metal for Neustadt and 30 tons of poultry fodder for Rendsburg. The Reind is assumed to have sunk off the islands of Baltrum and Langeoog. (See issue of Oct. 14.)

*L. L. 2. 11. 54*



*Lady Sheila,*  
(British motor vessel).

214 Tons Gross

Date

1935.

104 Tons Net

Built

Classification

Not classed.

of London, Official No. 163581.  
Master J. Garden.  
Swansea for Dublin

Application submitted

15<sup>th</sup> December, 1954.

making Application

Shipping Editor.

Owner

Thomas Watson (Shipping) Ltd.

Cargo

Coal.

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Swansea for Dublin  
on the 29<sup>th</sup> November, 1954.

Crew 7 including Master, Officers and — Apprentices

Number of days out

Days

From sailing to the 15<sup>th</sup> December 1954-16 On the Board - 15<sup>th</sup> December 1954

From sailing to the 22<sup>nd</sup> December 1954-23. Posted Missing - 22<sup>nd</sup> December 1954.

# REMARKS—

Not fitted wireless

LADY SHEILA. — Mumbles, Dec. 1. — Wreckage of motor vessel Lady Sheila, of London, (Swansea for Dublin, cargo coal) was found on Pembrey Beach, Carmarthen Bay, a.m. to-day.

London, Dec. 1. — In answer to inquiry as to the nature of the wreckage found on Pembrey Beach from the motor vessel Lady Sheila the Coastguard at Mumbles stated that it consisted of a ship's lifeboat and an oil drum, both marked "Lady Sheila," and pieces of rope and lashings. He added that a body had subsequently been washed up.

L.L. 2-12-54

LADY SHEILA. — London, Dec. 1. — Coastguard at Mumbles has reported that the body washed up on Pembrey Beach had papers on it bearing the name Eric Holmes. The owners of the motor vessel Lady Sheila have confirmed that a man of that name was on board the vessel. (See issue of Dec. 2.)

London, Dec. 1. — Motor vessel Lady Sheila left Swansea at 9 a.m. on Monday (Nov. 29) bound for Dublin with a cargo of coal, and had a crew of seven, including the master.

## CORPSE WASHED ASHORE

London, Dec. 2. — A body has been recovered from Cefn Sidan sands, west of Pembrey. — The Daily Telegraph & Morning Post.

L.L. 3-12-54

LADY SHEILA. — Llanelly, Dec. 2. — A lifeboat, marked "Lady Sheila, of London," has been washed ashore at Burry Port and is now moored three miles W. of Pembrey Coastguard Lookout. Two bodies have also been washed ashore in the same area. (See issue of Dec. 3.)

L.L. 4-12-54

LADY SHEILA. — London, Dec. 10. — In reply to inquiry the owners of the motor vessel Lady Sheila write from Rochester under date of Dec. 9: We have had no further news of the Lady Sheila since Nov. 29. The two bodies washed up in Carmarthen Bay have been identified as being those of the master and second engineer. The master at the time was Mr. John Garden, of 6, Westerton Crescent, Aberdeen. (See issue of Dec. 4.)

L.L. 11-12-54

# COMMITTEE'S DECISION—



## Exportador Segundo of Lisbon.

(Portuguese steam trawler)

Master - Mr. E. F. Gordo.

Lisbon for fishing grounds off Cap Blanc.

276 Tons Gross

Date } 1907.

Built }

116 Tons Net

Classification Not classed.

Application submitted

15<sup>th</sup> December, 1954.

making Application

Shipping Editor

Owner

Sociedade de Pesca a Vapor  
"O Exportador" Ltda.

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Sailed from Lisbon for fishing  
grounds off Cap Blanc on the  
14<sup>th</sup> October 1954 and reported  
by wireless on the 31<sup>st</sup> October.

Crew 22 including Master, Officers and — Apprentices

Number of days out

Days

From last report to the 15<sup>th</sup> December 1954-45.From last report to the 22<sup>nd</sup> December 1954-52.

## REMARKS—

Fitted wireless telephone.

EXPORTADOR SEGUNDO. — Lisbon,  
Nov. 7. — In the wake of the storms  
which swept Portugal yesterday, aircraft  
are searching the sea off Lisbon for the  
Portuguese steam trawler Exportador  
Segundo, with 18 persons on board,  
which is missing. — British United Press.

L.L. 9-11-54

EXPORTADOR SEGUNDO. — Lisbon,  
Nov. 8. — The Portuguese trawler Expor-  
tador Segundo is now three days over-  
due and her crew of 23 are feared to  
have been lost. — Reuter. (See issue of  
Nov. 9.)

L.L. 10-11-54

EXPORTADOR SEGUNDO. — Lisbon,  
Nov. 8. — There has been no news for  
a week of the Portuguese trawler  
Exportador Segundo, which has a crew  
of 23. The vessel should have returned  
to Lisbon on Nov. 5. On Monday last  
(Nov. 1) the vessel was between Cap  
Juby and Cap Blanc. Since then there  
has been no reply from the vessel's  
radio. Searches are being made by air-  
craft. — "Ouest France." (See issue of  
Nov. 10.)

L.L. 13-11-54

EXPORTADOR SEGUNDO. — London,  
Nov. 29. — In reply to inquiry, the  
owners of trawler Exportador Segundo  
write from Lisbon under date of  
Nov. 24: The Exportador Segundo,  
skipper Manuel Capela Ferreira Gordo,  
crew 22 men, left Lisbon on Oct. 14 for  
fishing grounds off Cabo Blanco. The  
last news received of her was on Oct. 31  
by radio telephone to trawlers Ilha de  
Sao Vicente and Novo Horizonte.  
Search by trawlers proceeding to the  
same fishing grounds has until now been  
without success. (See issue of Nov. 13.)

L.L. 30-11-54.

## COMMITTEE'S DECISION—

On the Board - 15<sup>th</sup> December 1954.Posted Missing - 22<sup>nd</sup> December, 1954.



*Westward Ho*, of Groningen  
(Dutch motor vessel)

Master - *J. Boudewijn*  
Millom for Antwerp.

400 Tons Gross

Date } 1950  
Built }

238 Tons Net

Classification

*Lloyds Register 100 A1. Last survey 11/53.*

Application submitted

REMARKS—

*15<sup>th</sup> December 1954.*

*Fitted wireless telephone.*

making Application

*Shipping Editor*

Owner

*J. Boudewijn (Chartered by Care Lines Ltd., Cardiff.)*

Cargo

*Pig iron (465 tons).*

Insurance effected at

on Vessel

on Cargo

Latest Account

*Sailed from Millom for Antwerp on the 29<sup>th</sup> November, 1954.*

Crew *9* including Master, Officers and — Apprentices

Number of days out

Days

*From sailing to the 15<sup>th</sup> December, 1954 - 16.*

*From sailing to the 22<sup>nd</sup> December 1954 - 23.*

COI

*On the*

*Posted*

WESTWARD HO.—London, Dec. 6.—Care Lines, Ltd., of Cardiff, charterers of the Dutch motor vessel Westward Ho, advise this morning that they have heard nothing from her since she left Millom on Nov. 29 with a cargo of pig iron for Antwerp. They also stated that a lifeboat belonging to the Westward Ho had been washed up near Whitehaven. In reply to inquiry, Lloyd's Agents at Antwerp cabled yesterday evening that they had no news of the vessel.

North Foreland Radio, Dec. 6.—Following received from Scheveningen Radio at 11 20 a.m. G.M.T.: XXX (urgency signal), Dec. 6, 11 a.m., G.M.T., Dutch motor vessel Westward Ho left Millom on Nov. 29, bound Antwerp, and has not been reported since. Vessel has two masts, yellow funnel with letters SB and grey painted hull. She is fitted with wireless telephony. All ships are requested to keep sharp lookout and report to Scheveningen Radio.

Whitehaven, Dec. 6.—Lifeboat marked "Westward Ho Groningen 515-12P" has washed ashore half mile south of Seascale. Westward Ho loaded at Millom on Nov. 29 for Antwerp.

L.L. 7-12-54

WESTWARD HO.—Whitehaven, Dec. 6.—The lifeboat of the motor vessel Westward Ho was found with keel up but with no apparent damage. It has been arranged for the lifeboat to be moved to a place of safety pending further instructions. The vessel left Millom on Nov. 29 with 465 tons of pig iron. (See issue of Dec. 7 also "Wreckage Washed Ashore" under "Weather and Navigation.")

WRECKAGE WASHED ASHORE

Whitehaven, Dec. 7.—Gang plank, hatch covers, oar and cabin doors have washed ashore at Seascale; no identification marks.—Lloyd's Agents. (Note.—Above possibly belongs to motor vessel WESTWARD HO, which see under "Overdue Vessel.")

L.L. 8-12-54

WESTWARD HO.—London, Dec. 8.—In reply to inquiry, Lloyd's Agents at Antwerp cabled on Dec. 7: Motor vessel Westward Ho: No news, local Press reports vessel lost. (See issue of Dec. 8.)

WRECKAGE WASHED ASHORE

Whitehaven, Dec. 7.—A gang plank, 37 hatch covers, one oar and three cabin doors marked "Karten" and "Kamen" have been washed ashore at Seascale.—Lloyd's Agents. (See issue of Dec. 8.)

L.L. 9-12-54

WRECKAGE WASHED ASHORE  
Whitehaven, Dec. 8.—Further wreckage has been washed ashore at Seascale, and it appears to be the front of a wheelhouse bearing no identification mark.—Lloyd's Agents. (Note.—Above possibly belonged to motor vessel WESTWARD HO. See issue of Dec. 9.)

L.L. 10-12-54

WESTWARD HO.—Whitehaven, Dec. 15.—The following wreckage has been found: Twenty-six hatch covers, each 9 ft. 3 in. by 1 ft. 1½ in. by 2½ in., three cabin doors, one marked "KAAR TEN KAMER," three oars, 11 hatch covers, and one piece of polished wood were found floating at Drigg Point on Dec. 3. One oar and one spar were found ashore at Drigg Point on Dec. 4. One tin, painted dark red, 11 in. by 5 in., containing a waterproof chart (with instructions not for general navigational purposes for use of boats) with particulars of drifting streams in the North Atlantic, also a map of the North Atlantic, &c., with ports inserted (example of language used: Noord Zee, Polen, Rusland, Antwerp), was found on foreshore at Ravenglass on Dec. 14. One piece of canvas, with one side painted white and with "WESTWARD HO" painted in black letters about 2½ in. high, was found at Barrowmouth on Dec. 10. The size of the canvas was 1 ft. 6 in. by 8 in., and may have come from a type of life-jacket. One gangplank with short upright iron stays, 15 ft. 6 in. by 2 ft. 3 in. by 2½ in., approximately, was found at Seascale. A piece of wooden wreckage which might be a portion of the front of a wheelhouse, measuring 10 ft. by 10 ft., approximately, was also found at Seascale. (See issue of Dec. 10.)

L.L. 18-12-54

WRECKAGE AND BODIES WASHED ASHORE

Whitehaven, Dec. 23.—The body of a child was washed ashore at Braystones, about six miles south of Whitehaven, on Dec. 17. The body was completely naked except for the neck band of a red and green spotted vest. The sex of the child could not be determined, but the age is estimated as between 5½ and 7½ years, and it is thought the body had been in the water for 12-14 days. The fully clothed body of a man, as yet unidentified, has been found on the shore at Silloth. Further wreckage has also been found on the shores in this area consisting of one hatch cover, one broken hatch and four broken planks.—Lloyd's Agent. (Note.—The above may be from the motor vessel WESTWARD HO, which was posted as a "Missing Vessel" on Dec. 23.)

L.L. 28-12-54



## Continued in Book No 15.

Tons Gross

Date

Built

Tons Net

Classification

Application submitted

REMARKS—

making Application

Owner

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Crew

including Master, Officers and

Apprentices

Number of days out

Days

COMMITTEE'S DECISION—



Tons Gross		Date	REMARKS—
Tons Net		Build Classification	
Application submitted			<div style="text-align: center;"> </div>
making Application			
Owner			
Cargo			
Insurance effected at			
<div style="text-align: center;">           } on Vessel            } on Cargo         </div>			
Latest Account			COMMITTEE'S DECISION—
Crew	including Master, Officers and	Apprentices	
Number of days out		Days	



<div>Tons Gross</div> <div>Tons Net</div>		<div>Date</div> <div>Built</div> <div>Classification</div>	REMARKS—
Application submitted			
making Application			
Owner			
Cargo			
Insurance effected at			
<div>on Vessel</div> <div>on Cargo</div>			
Latest Account			
Crew	including Master, Officers and Apprentices		COMMITTEE'S DECISION—
Number of days out	Days		



Tons Gross

Date

Tons Net

Built

Classification

Application submitted

REMARKS—

making Application

Owner

Cargo

Insurance effected at

} on Vessel

} on Cargo

Latest Account

Crew

including Master, Officers and

Apprentices

Number of days out

Days

COMMITTEE'S DECISION—



Tons Gross

Date

Tons Net

Built

Classification

Application submitted

REMARKS—

making Application

Owner

Cargo

Insurance effected at

on Vessel

on Cargo

Latest Account

Crew

including Master, Officers and

Apprentices

Number of days out

Days

COMMITTEE'S DECISION—



<i>Tons Gross</i>	<i>Date</i>	<i>Classification</i>	<i>REMARKS—</i>
<i>Tons Net</i>	<i>Build</i>		
<i>Application submitted</i>			<div style="text-align: center;"> </div>
<i>making Application</i>			
<i>Owner</i>			
<i>Cargo</i>			
<i>Insurance effected at</i>			
<div style="text-align: center;"> <i>on Vessel</i>  <i>on Cargo</i> </div>			
<i>Latest Account</i>			<i>COMMITTEE'S DECISION—</i>
<i>Crew</i>	<i>including Master, Officers and</i>	<i>Apprentices</i>	
<i>Number of days out</i>	<i>Days</i>		



Tons Gross

Date

Tons Net

Built

Classification

Application submitted

REMARKS—

making Application

Owner

Cargo

Insurance effected at

} on Vessel

} on Cargo

Latest Account

Crew

including Master, Officers and

Apprentices

Number of days out

Days

COMMITTEE'S DECISION—



LLOYD'S



LLOYD'S



LLOYD'S

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.



LLOYD'S